Sims' History of Elgin County Volume II

By Hugh Joffre Sims

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Edited by Irene Golas

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Cover: *New Glasgow School, 1878. J. Harvey Mann, teacher.*
(Elgin County Pioneer Museum)

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FOREWORD

The publication of Volume II of *Sims' History of Elgin County* is a continuation of the publishing project begun in 1984 as Elgin County's contribution to Ontario's Bicentennial. Like its predecessor, this volume is arranged alphabetically according to locality, with each chapter representing a different place. Volume II covers letters M to R. In some instances, the proximity of two places has resulted in the alphabetical arrangement being abandoned in favour of discussing them in one chapter instead of two, e.g., Port Stanley and Selbourne. Familes and individuals are not treated alphabetically but are to be found in the locality in which they lived. It is hoped that a surname index to the entire history will be published eventually.

Sims' History is based largely on oral history. Desirable as it would be, verifying and documenting the *History's* vast amount of information to produce a more complete historical record is beyond the scope of this project. Mr. Sims' work is nevertheless important because it preserves a great deal of information about the county and its pioneer settlers. It outlines the growth and develoment of the county's towns, villages, and hamlets, as well as many of its educational, religious, and commercial institutions. Many of these places and institutions have disappeared or are disappearing. And finally, the work provides a base from which others can begin researching the history of the county.

The publication of Volume II would not have been possible without the assistance and support of many people. The project was partly funded by the Ministry of Citizenship and Culture through a Wintario grant. Thanks are due to the Elgin County Library Board, Elgin County Council, and Warden Ray Lavereau, without whose commitment publication would not have been possible. Thanks are also due to Elgin Wells, county librarian, and the staff of the Elgin County Library for their assistance and advice at all stages of this project. The Elgin County Pioneer Museum generously provided the cover illustration from its collection.

It is my special pleasure to thank Hugh Sims for his cooperation and assistance in answering questions and providing additional information.

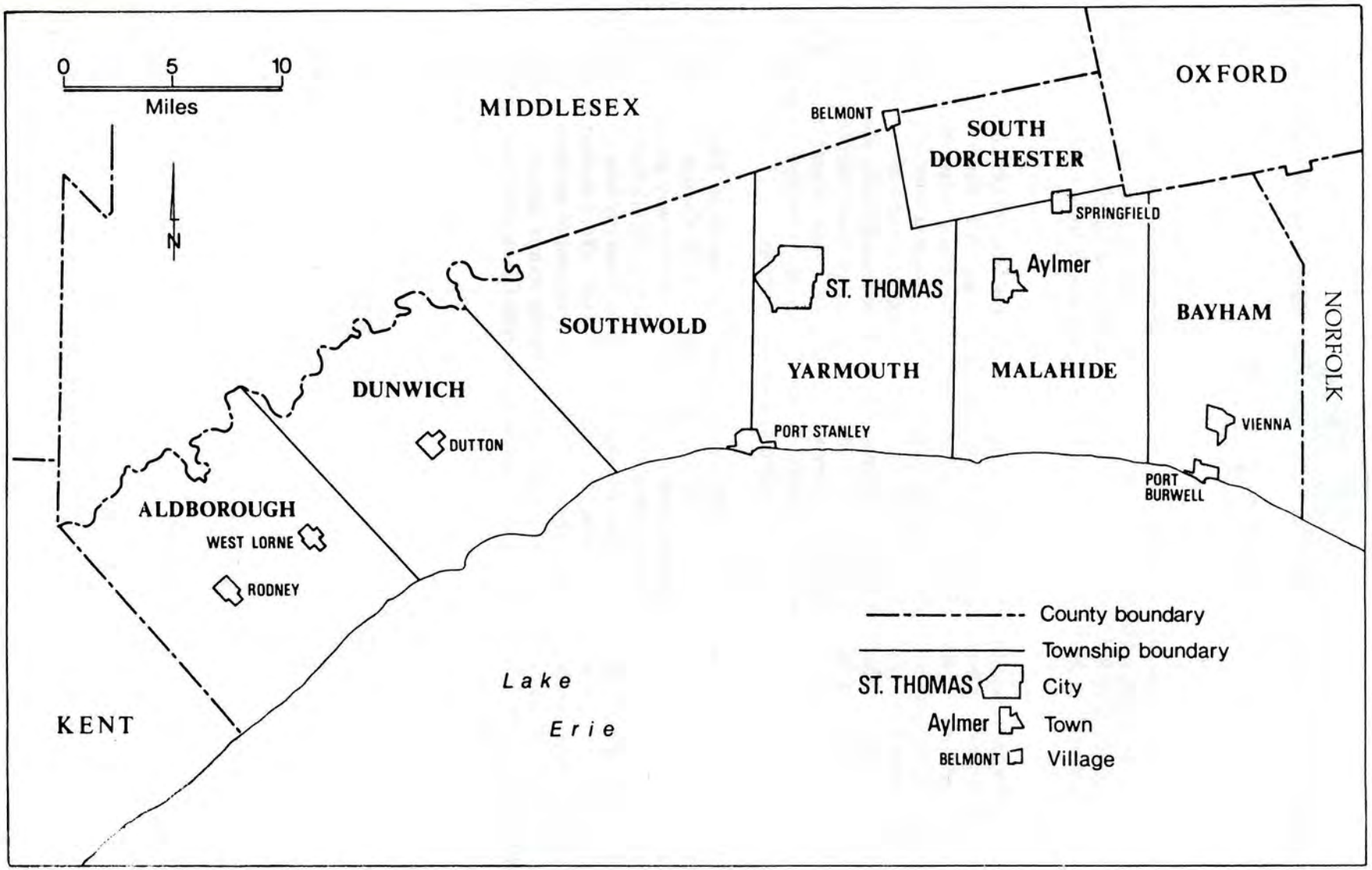
Irene Golas
Editor

PREFACE

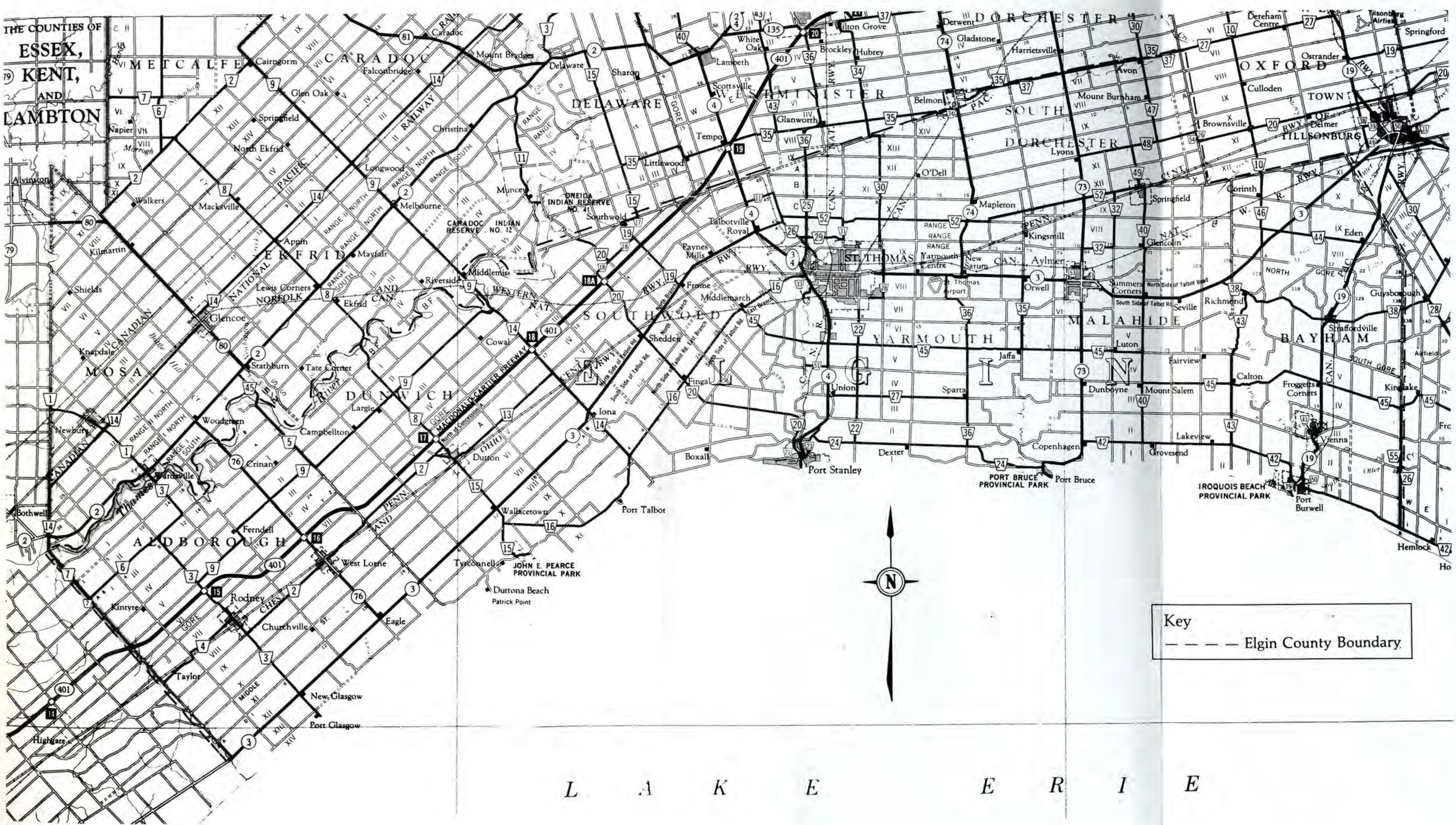
As a young man in 1934, I felt that little was being done to preserve little-known facts about Elgin County's past, and so I decided that I would, in my own way, do something about it. It was the poetry of Archibald Lampman that had aroused my love for my country, made me realize how precious our heritage is, and aroused in me the desire to tell the story of Elgin County's past.

I was first encouraged in my work by George P. Burke, and later by Dr. James Coyne and Ella N. Lewis. I was also inspired by the works of C.O. Ermatinger, A.F. Butler, Charles Buck, Louise Hatch, and many others. Setting out with a sketching pad and a notebook, I toured the back roads of the county to record scenes and compile the knowledge of men and women who had pioneer connections while they were still with us. Over eighty percent of my research was conducted by interview. During the past fifty years, I interviewed some twelve hundred people, collecting their reminiscences and other facts. I also spent countless hours checking newspaper files, microfilms, directories, church and cemetery records, tombstones, atlases, maps, diaries, old letters, and published histories of the county. Wherever I could, I tried to take photographs on location, resorting to sketching when conditions were unfavorable.

Aside from turning out a book in 1938, entitled *The Early Days of St. Thomas*, I did little to make my history of Elgin County available to the public. In 1976, George Thorman of the Elgin County Historical Society suggested that I make my work in some way available to others. Encouraged by Elgin A. Wells, the county librarian, I wrote *Ghosts of Elgin's Past* in 1977. But, as I neared the end of my work, a great weariness descended on me from my long years of effort. I planned to keep the rest of my work safe in a vault until I could afford to have it published. Otherwise, it would remain there until after my death. I was reminded of my duty to the county when Elgin Wells suggested that my history be published by the county library to celebrate Ontario's Bicentennial. With his support and the guidance of Irene Golas, local history librarian, I hope to complete the work I began fifty years ago.



Elgin and surrounding counties.



The County of Elgin


M

MAPLE GROVE

Maple Grove is located in Bayham Township on the Maple Grove Road, which is a branch road of Elgin County Road No. 38 west of Straffordville.

There were never any stores or shops here. The only items of interest were a church and a school. These places are gone now and all that remain are the headstones of the pioneers who settled here long ago.

The Rose of Remembrance by Donald G. Lane is a nostalgic look at the early days in the area. Unfortunately the general public knows very little about Lane's writings. In this pleasant setting, the Inman, Mitchell, Hatch, Ketchabaw, and Kennedy families settled and made their livelihood from the soil.

When the New Connexion Church at Straffordville fell into disuse, the good folk of Maple Grove purchased the old church and had it moved to Maple Grove. The establishment of the church at Maple Grove was brought about by seven men. Two of them, David Hatch and his brother-in-law William Bowes, were instrumental in moving the church from Straffordville. The church was dedicated three years after it was moved, about 1874. Maple Grove became part of a five-point charge, the others being North Hall, Eden, Straffordville, and Guysboro. A minister came every two weeks and a local preacher took charge of services. David Hatch and William Bowes were pioneer class leaders. Hatch helped by carrying the firewood and performing other tasks while William Bowes took care of the spiritual needs.

The frame church was replaced by a brick structure in 1900. A Sunday school was instituted and Andrew Dean taught the singing school until he moved to Eden.

The men who took part in the church were Thomas and John Hatch, sons of David Hatch and Levi Hatch, Jr., Edwin Bowes, Henry Hatch, Jacob Ketchabaw, John and William Wilson, William and John Stewart, William Chamberlain, Walter Mitchell, William Yeandle, James Procunier, and Elgin Hatch.

When the Maple Grove church fell into disuse, it was sold, moved to Tillsonburg and converted into a meeting hall for the Orange Order. The old school was also dismantled. At the present time all that remains is the little burial plot tucked away in the corner of a field.

MAPLETON

When I first wrote about Mapleton in 1934, I mentioned that this hamlet was quiet and withdrawn, a relic of the past, and that on a hot summer's day the silence was broken only by the barking of a distant farm dog or the cawing of a lonely crow. What impressed me was the idyllic setting of this hamlet and the abundance of beautiful maple trees under which I spent many a pleasant hour dreaming of the past. At the time Mapleton consisted of an old hotel, two stores, a cheese factory, and a frame schoolhouse in the dell. It was Thomas Hughes, cousin of Judge Hughes of St. Thomas, who gave this little hamlet its lovely name. He was a butcher by trade and his lot, on which he built his home, was surrounded by stately maple trees.

John Learn came to this area in 1820 and received his patent in 1821. He was followed by Edwin Culver in 1828. William Luton, Sr., who was born in England in 1779, came with his wife and family to Canada in 1819 and first settled on the Talbot Road west of Jabez Culver's farm. He owned several lots and he and his sons farmed extensively. William Luton, Sr., died in 1875. Luton, his wife Mary, and his three-year-old daughter Mary are buried in the private burial ground on a knoll near New Sarum. In the same burial ground is the body of Daniel and Erma Luton's son who was four years old when he died. Peter and William Charleton, natives of New York, came next and were followed by William Appleford, Jasper Moore, James Warwick, Ansel Bray, and John Wismer.

Western view of Mapleton.

Early Families

W. J. Colver was one of the first to settle along the Talbot Road. He was born in New Brunswick in 1800 and came to this area with his father and grandfather in 1819. (One of W. J. Colver's achievements was that he helped build the first pier at Port Stanley). He stated that there were very few settlers along the road and he went on to name them, starting from Roger's Mills

(now Roger's Corners). First there were Thaddeus and Isaac Ostrander, both veterans of the 1812 War. The former fought at the Battle of Moraviantown. Next were Abraham House, one of the first settlers, and James Stokes. Both settled between Catfish Creek and Kettle Creek. Next were John Wismer, Fred Ephing, Captain David Secord, Burton Merrill, Moses Rice, Ephraim Foote, and Josephus Barber. After 1877, the Barber farm was the property of Thomas Francis. He recalled that in 1879 there was an Indian fort on his thirty-acre farm on the bank of the creek. The earthworks were in the form of a semi-circle and were three feet high. The oak and maple trees that stood on the walls were three or four inches in diameter. There was a little spring on one side. He also recalled that the walls of the Indian fort were scraped down for gravel to make a road and that artifacts and human bones were plentiful.

"I built the first house between the Talbot Road and the river, now Mapleton, where William Luton lives," Colver recalled. "John Learn bought the farm next to me; Stephen Wilcox helped me to build it, he hauled the logs with two-and-a-half-year-old steers. The Jabez Culver farm is now the site of the hamlet of New Sarum, and next there was Abraham House and next there was Garrett Oakes with William Luton across the road. Richard Grunnel had the next farm, later became William Norton's. Deacon Hosea Baker came next, then William Doan, David Brush, William Wilcox, William Lee, James Brown, Captain John Marlatt-he had a large family of boys; Captain John Conrad, Silas Toles, George Caughell, Henry Couse, John Caughell, Samuel Yorke, Archibald Jones, Finley Grant, Fred Couse, father of Peter, Albert and Moses; B. Sampson, William Ostrander, Major Nevill, Justus Wilcox, who kept the first tavern on the road-it was located across the road from Major Nevill's farm. Then followed James Tole, Richard Misner, Robert Hyndman, stepfather of Dr. Southwick; Joseph Mann and his son, Daniel; Joseph Davis, who owned the Pearce farm; Squire Benjamin Weldon, who owned the land which later became Canada Southern Railway property. Opposite them were John Miller, Jonas Barnes, father of Amos and Minor; Archibald McNeil, George Lawrence, Thomas Curtis, Captain Drake, Garrett Smith and Captain Daniel Rapelje."

To tell the story of the Culvers, we must begin with Jabez Culver, Jr., who settled on Lot 21 on the south side of the Talbot Road. Jabez Culver, Jr., the eldest son of Reverend Jabez Culver, Sr., was born in New Jersey in 1760. Reverend Culver had four sons and each married the four daughters of Timothy Culver. Three marriages were solemnized in New Jersey and one in Norfolk County. The names of the brothers were Jabez Jr., Aaron, John, and Gabriel; the four sisters were Anna, Elizabeth, Miriam, and Martha. They married in the order in which their names are written. Jabez Culver, Jr., was thirty-four years of age when he and his wife Anna and his son Timothy arrived in Norfolk County. Timothy was born in New Jersey, and during the War of 1812 he returned to take part in the war. He married and had a son, Philip, who came to Norfolk County to look after his father's interests. After a time he returned and took part in the conflict in the South. Timothy Culver died in New Jersey. Isaac, the other son of Jabez Culver, Jr., married Jane Tuttle and inherited his father's farm. He had one son, Edwin, and three daughters, Esther, Emily, and Calista. All the daughters died young. Edwin Culver, one of the early settlers of Mapleton, married Ann Burns and inherited the homestead. He had one son, John Mark, who died single, and four daughters: Eliza Jane, who married E.A. Owen of Long Point; Catherine, who married D.A. Luton; Emeline, who married W.S. Rogers; and Melissa, who married E.E. Shepard. Catherine, second daughter of Jabez Culver, Jr., married John Learn and had seven sons: Andrew, George, Lyman, Edwin, John, Philip, and Charles; and one daughter, Catherine. Eunice, the third daughter, married O'Neal Cloes and settled in New Sarum. They had six sons: Andrus, Charles, John, Oliver, George, and Lewis; and three daughters: Caroline, Eliza Ann, and Catherine. Oliver remained unmarried, Andrus married Miss House, John married Sarah Thompson, George married Rebecca M. Gillies, Lewis married Lydia Ann Thompson, Caroline married Dr. Thompson from the U.S.A., Eliza Ann married a Mr. Vanvelzer, and Catherine married Nelson Cline. I do not know who Charles married. Jabez

Culver died in 1829 at the age of seventy-one. Anna died in 1847 at the age of eighty-two. Isaac died in 1841 at the age of thirty-seven. Jane died in 1841 at the age of thirty-three. Edwin died in 1906 at the age of seventy-seven. Ann died in 1915 at the age of eighty-six. This information was given to me by Mrs. E. Tansley of New Sarum.

When William Luton, Sr., and his wife Eliza settled near Mapleton, it was an unbroken wilderness. In 1850 William Luton, Jr., was born at Mapleton, and at his father's death in 1875 he inherited the farm. He worked the farm until 1912 and then moved to St. Thomas to take the position of governor of the county jail. Prior to that he was a member of the county council from 1893 to 1907. He was chairman of the Poorhouse Commission for six years and became warden of Elgin County in 1907. Two other settlers of importance were William H. Charleton and his brother Peter, who settled near Mapleton in 1866. William Charleton had twelve children and lived to the aged of ninety-nine. I will tell more about the Charletons in the story of South Dorchester.

John Wismer settled on Concession 10, South Dorchester, east of Mapleton in the late 1820s or early 1830s. He took an active part in the area as a farmer, member of his church, business man, and magistrate. He replaced his log home in 1856 with a brick dwelling and opened his first store on the southwest corner of the hamlet on the Charleton land. This was the first store established in the hamlet. He operated the store for a period of time, then sold out to William Appleford and built a new store on the northeast corner. He and his brother Stephen went into business. Down through the years their store changed hands many times with such owners as Benjamin Knight, who later built and operated a hotel in Kingsmill; P. Boughner, who had to sell out because of ill health; Thomas McKee; and W. A. Baron, whose father had a store in Belmont. The Bray sisters took over the store in 1911 and after some years sold out to Earl McKenzie. The old store was purchased by the Department of Highways and dismantled in 1956. The store was of unusual construction with bricks and mortar placed between the framing, and the exterior being covered by clapboard. Mrs. E. Orris owns the house north of the site.

The Wismer store and hotel in 1937

Businesses

Mapleton in 1856 consisted of a store, a school, a blacksmith and wagon shop, and a shoemaker's shop. A post office was established that year. It was closed in 1914. The hotel was built in 1857 on the northwest corner; it was a popular place for the thirsty and the weary for fifty

years. In 1915 J. R. Charleton purchased it and converted it into a residence. The building changed hands many times. In 1957 Robert Cline purchased the hotel and moved it east on the eleventh concession in South Dorchester. Before it was moved, a portion of the hotel served as a grocery store for many years. The first gristmill was opened by Seth Thompson on the flats behind the hotel. The mill was later purchased by Mr. Baron, who dismantled it and erected a new mill behind his store on the site formerly occupied by the "Blue School." The third gristmill was erected and operated by Keith Drake. The first cheese factory was founded by William Appleford in 1859; it was a small affair. Later John Brodie built a larger factory south of the Learn farm. This factory was torn down in 1920 by Canada Milk Products. The next factory was a farmers' co-operative. It was built on the north side of the hamlet in 1932 or 1934. This factory ran into hard times and was saved in 1954 by the efforts of Robert Burgess and Ken Fry, both of St. Thomas, who had the controlling interest, Ed Bridgeman, cheesemaker, and Harvey Fishbach, who was the plant manager and also a cheesemaker. Fishbach had founded the plant in the 1930s. Although the plant was closed in 1952 after the co-operative operation had failed, he interested his partners in reviving the business. In 1977 the factory was destroyed by fire but after a short time it was rebuilt and the Mapleton Cheese and Butter Company is back in business. Mapleton at one time had a cider mill located east of the Mapleton necropolis. The mill was owned by W. H. Brown. Brown's old mill was operated by horsepower provided by each farmer who came to get his apples pressed. Peter Doan recalled that Brown was a very friendly person who loved to talk and could tell some tall tales. One of the stories he loved to tell was how he made seven kegs of cider from seven large apples.

Mapleton in the early 1850s had the following businesses:

Appleford, William	General store
Luton, William Jr.	General store
Park, W. L.	General store

Population: 80

In 1872 there were:

Appleford, William	General merchant and postmaster. Appleford died in 1875.
Bailey, Wilson	Merchant
Brown, Jasper	Innkeeper
Follick, William	Cheesemaker
Hughes, Thomas	Butcher
Leach, John	Cheesemaker
Simmons, George	Blacksmith
Skiffington, James	Blacksmith
White, Frederick	Justice of the Peace
Williamson, J.	Justice of the Peace
Wismer, John	Justice of the Peace
Caughell, Peter	Justice of the Peace

In 1900 there were:

Bancroft, Samuel	Blacksmith
Baron, W.	General store and postmaster
Brodie, John	Cheese factory

Mapleton in 1980 had only two businesses, the Mapleton variety store and the Mapleton cheese factory.

Schools and Churches

The first school was made of logs and was located on the east side of the road (now Highway No.74) south of the eleventh concession on land owned by Edwin Culver. One of the first teachers was S.T. Petit. He walked all the way from Hamilton to open the school. It is said that when he finally arrived his feet were so swollen that his boots had to be cut from his feet. This information was given to me by Mrs. Arnold of Copenhagen. The second school, called the "Blue School", was built near the northeast corner. When the third school was built at the bottom of the hill, the Blue School was sold to Ralph Fonger, who made it into a dwelling. (Fonger also built a blacksmith shop in the Culver field and it was here that he plied his trade. He was succeeded by Thomas Stanley and then Samuel Bancroft. In later years Bancroft sold out to W. Cloes. Bancroft returned to Mapleton and erected a new shop on the west side of the road. In 1939 Percy Drake purchased the shop and turned it into a garage; he operated the business until his death in 1963. The old building was purchased by Frank Inch and moved.) The third school, a frame building, was erected in 1870, closed in 1963, and torn down in 1966 to make way for a trailer park. W.A. Galbraith, father of John Kenneth Galbraith, was one of the early teachers.

The first religious service was held at the home of Edmund Sheppard on January 6, 1850. At this meeting the assembly decided to build a church and on August 25, 1850, a frame ediface was completed and dedicated. Elder Dugald Sinclair took part in the dedication. This church was in service for twenty-two years. Names of the eleven charter members were Randall Bentley, Helen Bentley, William Bentley, John Inglis, Lavina Inglis, Edmund Sheppard, Nancy Sheppard, John McLaughlin, Isabella McLaughlin, Benjamin McBeath, and Mrs. McBeath. In 1872 a second church was erected on the same site. It was an octagonal white brick structure. It was replaced by a large red brick church in 1904. Reverend Randall W. Ballah was the pastor. Edmund Sheppard came to Canada in 1843 as a young man from the Church of the Disciples in Nottingham, England. When he settled in this area, he took up teaching in 1849 at the school at Mapleton. The following pastors served the church from 1893: Edward R. Black, N.H. Stephen, W.G. Charleton, W.N. Arnold, J.G. Wheeler, D. McCall, S.W. Fay, S.R. Aldrich, D.T. Stanley, Thomas W. Bradt, H.K. Franks, J.D. Stephens, Angus Butler, Carleton Wells, F.R. James, and William Firmer.

Miscellany

Under the soil of the Mapleton Cemetery lie the remains of Duncan Crane, son of James and Lois (Partlow) Crane, who passed into the sunset on January 27, 1857. This young man of twenty-four was a victim of the rigours and hardships of a Canadian winter. This is the story of Duncan Crane, who was born near Kingsmill on November 11, 1832, and spent his boyhood days in the area attending the early schools including the "Old Sheppard School" south of Turner's Corners. Both of James Crane's sons were educated there and finished their education in Aylmer. Duncan Crane then went to normal school in Toronto. It is not known how he supported himself through this period but the records disclose that the Cranes were a famiy of substance. Chilton, near Sudbury in Suffolk, England, was the home of the Cranes. They lived in Chilton Hall, a moated manor of some distinction. Jacob M. Crane, grandfather of Duncan Crane, was born in Chilton in 1771 and married Betsy Poole in April 1796. He left home and came to Canada in 1810 and purchased land on the present site of Kingsmill. Duncan Crane recalled in his diary that his grandfather died on November 16, 1849, and that his grandmother passed away on March 27, 1851. The old Crane homestead became the farm of Abe Wagner when he married the granddaughter, Miranda Crane. It was the birthplace of three children. Will, one of the sons, married Libbie Chambers. Later he sold the old homestead and moved to Mossley.

After his graduation, Duncan Crane had only enough money to pay for the stage to Ingersoll and from there he had to walk to his father's farm where he boarded until he found work as a teacher. The only evidence we have of his activities is from his diary dated 1855. The diary was last in the possession of Fred Crane of Orwell.

Jan. 1,1855	To lay out 12½ pence per week for books.
Jan. 2, 1855	Commenced teaching at Plymouth-not buying on credit until all former debts are settled.
Jan. 4, 1855	Resolved not to be in bed after 6 am., unless sick or protracted excercise. Time once passed cannot be recalled.
Jan. 6, 1855	Saturday-42 pupils-a small amount of good done every Sunday would be multiplied by 52 at the end of the year.
Jan. 8, 1855	Monday, 50 pupils.
Jan. 9, 1855	Tuesday, 57 pupils-perserverance removes mountains.
Jan. 10, 1855	No school-to St. Thomas with S. Crane.
Jan. 11, 1855	Old New Years-attendance down-intoxicating liquor too prevalent.
Jan. 15, 1855	4 new pupils-now 59 pupils fill the house with noise-I am tired of teaching.
Jan. 19, 1855	Commenced teaching three years ago.
Jan. 21, 1855	Board with John Gregory at $1.75 a week.
Feb. 1, 1855	Reports for Yarmouth & Westminster-perplexed by unruly scholars.
Feb. 2, 1855	I do think it is time to provide myself a nice handkerchief.
Feb. 6, 1855	Received a visit from E. R. Crane.
Feb. 16, 1855	Tired of teaching.
Feb. 24, 1855	Posted two letters-both prepaid.
Sunday, 1855	To Wesleyan Methodist Church, Aylmer, at 7 am.
Feb. 27, 1855	Made acquaintance of Miss H. H., of N. Dorchester.
March 1, 1855	Studying Brown's grammar-cash on hand $1.00.
March 3, 1855	Had my likeness taken but not perfect.
March 4, 1855	Sunday-visitors Geo. Careless, E. Careless.
March 5, 1855	Walked to Plymouth,-made fire.
March 11, 1855	Feeling unwell-,feel pain in chest.
March 12, 1855	The last time for the purpose of teaching-agreed to pay Manning $26 by May 1st
March 14, 1855	Closed school at Plymouth-Rec'd $10 from Trustees and a note for $102.33 due July 1, 1855.
March 16, 1855	1st bluebirds.
March 18, 1855	Visited Mrs. S. Partlow.
March 21, 1855	Rec'd $10 from Geo. Careless-paid for comb 5¢
March 22, 1855	Stopped at Wm. Crane's & Geo. Careless.
March 24, 1855	Lent E. R. Crane 50¢-paid James Crane 50¢
March 26, 1855	Paid Jas Kenney 12½¢ for mending boots.
March 27, 1855	Grandmother died 1851-purchased ½ ton of hay for $7.
March 29, 1855	Bloodshed in Crimea.
March 30, 1855	Commenced tapping trees-6th robin.
March 31, 1855	Bargaining with Geo. Careless for his farm.
April 2, 1855	To St. Thomas with shingles-bought coat $12.00.
April 6, 1855	Gathered 6 barrels of sap.
April 7, 1855	Some 40 lbs. of sugar-not buying Careless farm for $600.00.
April 9, 1855	Frogs commenced their annual ovation.
April 23, 1855	For a cough-2 oz Balsam of Tolu to 1 qt of alcohol and 4 oz honey.
April 24, 1855	Geo. Leslie Crane died-Miss Alma Crane died 1854.
April 27, 1855	To Temperanceville to a meeting.
April 29, 1855	Village of Vienna burnt up.
May 3, 1855	Uncle Bob Partlow died 1848.
May 11, 1855	Preparing for Normal School. Bid good-bye to my dear Miss C.
May 12, 1855	To Ingersoll-to Hamilton-two nights at hotel $1.50.
May 14, 1855	Steamer *Magnet* to Toronto-75¢-Ab Hunter's Hotel 12½¢ for bed 25¢ for breakfast.
May 15, 1855	Board $3 a week plus 4 pieces of washing.
Sept. 26, 1855	Orange Partlow died 1848.
Oct. 13, 1855	Left Toronto-came as far as Ingersoll + 8 miles to public house.
Oct. 14, 1855	Arrived home at 2 pm.
Oct. 19, 1855	Joined Masons at Sparta.
Oct. 21, 1855	C. Collins Crane born 1839.
Oct. 25, 1855	Received second class certificate from Prov. Normal school.
Nov. 11, 1855	Duncan Crane born 1832.
Nov. 16, 1855	Grandfather Jacobs M. Crane died 1849. Lois Partlow born 1814.

Nov. 30, 1855	Elizabeth Crane married David Stokes 1851. To teach at Union School No. 22 Yarmouth & No. 8 S. Dorchester.
Dec. 3, 1855	Started teaching at $27 a month.
Dec. 10, 1855	Spelling match every Saturday.
Dec. 22, 1855	37 scholars today.
Dec. 25, 1855	Dismissed school for want of firewood.
Dec. 29, 1855	I feel myself declining very fast.

Expense Account

28 Board & washing	$7.00
27 Board & washing	$6.75
To Toronto	$6.07
Postage	10¢
Found	2¢
Paid ERC	5¢
Slate Pencil	2¢
Watch	$10.00
Likeness	$1.50

On October 13, 1856, he started teaching near Galt for £100 a year and at the end of that term started a new term at the New Sarum school. He did not complete the term because of his declining health. It was finished by his brother, Edwin. He died of tuberculosis and was buried in the Mapleton Cemetery under a headstone whose symbols indicated his Masonic affiliation.

MIDDLEMARCH

Hatherley, Smoak's Corners, Smoke's Corners

Middlemarch has been so called since the post office opened there in 1876. Before that it was known as Hatherley, but because there was an Atherley in Ontario, the name was dropped even though the first postmaster was Thomas Hatherley. Jabel Robinson was instrumental in having a post office established on the corners. The name was selected by Robinson from a book entitled *Middlemarch* by George Eliot. Prior to the days of Hatherley the corners were called Smoak's Corners after Peter Smoke (sometimes spelled Smuck or Smoak), who settled on the northwest corner. Smoke died in 1904. The corners were also named after Caleb Smoke. Jabel Robinson pushed for daily mail service after the post office was established.

Schools, Churches, and Businesses

Middlemarch at its peak consisted of a Methodist church, school, general store, post office, blacksmith shop, wagonmaker's shop, railway station, and a hotel. The Dominion Hotel was located on the southeast corner and was operated by George Stanton. Later it was converted into a dwelling. Back in the days when the corner settlement was known as Hatherley, Mr. Hatherley was the postmaster. He also operated a wagonmaking business until his sudden death as the result of an accident. The general store (and later the post office) was located on the northwest corner, across from the little Pere Marquette Railway Station, where Albert Stinchcombe was the station agent. Stinchcombe also operated the general store, post office, and a blacksmith shop. Albert and his wife came to Middlemarch in 1887 from Port Dover and first set up housekeeping in the old schoolhouse. After Albert's death on August 21, 1944, the business was carried on by his son, Trevor. After Trevor's death the store was closed. (I should mention that the Stinchcombes lived in the old school for two years after they moved from Lambeth. They originally came from Port Dover.)

The first school was a log cabin located on Lot 42 on the Talbot Road. The teacher was a Mr. Phelan, who only had one arm, and was well-known as a whopper because of his strict manner and ability at handing out punishment. There was also another log schoolhouse further west on Lot 38 on the south side of the Talbot Road. It was used for a short time until it was replaced by a frame school near the blacksmith shop on the northeast corner of the crossroads. The school was replaced by a white brick school on Amorah Sutton's land in 1865. The white school was replaced by a modern school in 1906. It was used until 1964 and is now a dwelling.

Before 1879 the Bible Christian Readers came from Talbotville and held meetings in the school and at different homes, and boarded at Thomas Futcher's. Land for a church was donated by Peter Smoke and his son, Caleb. John Curtis and John Stubbs teamed the lumber from Lambeth and London and the church was erected by a bee. The first pastor was Reverend Williams, who remained until 1882 when the church became a Methodist church and Reverend Cobb became its first minister. The church became affiliated with Fingal. The first organ came from the Methodist church at Watson's Corners and the first organist was Miss W. Webb. The old church was illuminated by oil lamps that came from the Fingal church. They dripped oil so much that Mr. Page of Fingal made little pails to hang on them. The church was opened on June 3, 1879. The Honorable George Elliott Casey was the speaker for the occasion. In 1907 a cyclone blew both ends of the church away. The church was rebuilt the same year. By 1954 the congrega-

Middlemarch in 1976

tion had dwindled so much that the church was closed forever and sold to H.C. and E.M. Duff in 1956 to be converted into a chicken hatchery. The building was finally destroyed in 1967 to make way for a house. In 1880 the Apple Grove Grange Hall came into being on land donated by John Curtis. The first meeting was held in old S.S. No.14 in 1875 with fifteen chartered members. In 1928 the Women's Institute of Middlemarch became trustees of the old hall and renovated the building for their use. Dr. James Davis Curtis informed me that he worked in the Grange Hall as a boy for 10 cents a month.

Early Families

The fabric of any settlement are the people-people of sterling character and community interest. In that group we find the Wardell, Curtis, Robinson, Futcher, McAlpine, Welter, Carroll, and Lyle families.

Jabel Robinson was born at Linsdale, Buckinghamshire, England, in 1831. He was a carpenter and joiner by trade and since there was limited demand for his trade, he decided to go to Canada. In 1856 he and his wife and child settled in St. Thomas. He worked at his trade until 1864 and then he became the first police chief of St. Thomas. After a number of years, he resigned. Next he served on the Southwold Township council for three years, retiring in 1900. He then entered politics and ran for West Elgin as an independent Liberal and won. He held the seat for four years. Among other things, he became the master of Apple Grove Lodge and Grandmaster of the Dominion Grange Lodge.

In 1854, Robinson married Caroline Barnwell of Woburn, Bedfordshire, England, and this union brought forth seven children: Hattie, who became a teacher in St. Thomas; William C., who worked on the Rocky Mountain Division of the Canadian Pacific Railway; Charles B., who became a veterinary surgeon and practiced in Wheeling, West Virginia; Jesse D., who took up farming with his father; Sarah, who became Mrs. James M. Futcher; Kate, who became Mrs. John Henry Futcher; and Franklin J. Jabel Robinson's first wife died on December 18, 1884. She was the daughter of Joseph Barnswell, who was the head gardener for Lord Charles Russel. After the death of his first wife, Robinson married Mary Mines, daughter of Joshua Mines, a native of

Wiltshire, England, who came to Canada in 1830 and settled in Port Stanley. Mary Robinson died on January 5, 1907, of pneumonia at the age of sixty-four. In 1870 he purchased the old Isaac Welter and James McIntosh farms and settled down to farming. He removed the old houses and had a beautiful brick house built. He named the farm "Linsdale." This farm is located on the southeast corner lot of Elgin County Road No.16 and Southwold Mill Road. (Isaac Welter died in 1910 at seventy-nine. He was a well-known and respected farmer. He was born on the farm in 1831. He was survived by his sons Oscar and Albert of Middlemarch, and four daughters, who became Mrs. W.H. Boughner of St. Thomas; Mrs. W. Webb of St. Thomas; Mrs. J.F. Lamond of Santiago, California, and Mrs. A.H. Lamond of Buffalo. His wife died in 1904.)

Salathiel Curtis and Mary Ann Sanders, natives of Holsworthy, Devonshire, were married in 1840 and came to Southwold Township in 1841 as a young couple. They settled on Lot 33 south of the corners and erected the homestead. It was in this home that John Curtis was born in 1844. He married Mary Davis on Christmas day in 1867 and became a farmer and blacksmith. In 1877 he was listed as living on Lot 32 on the south side of the Talbot Road while his brother, Richard, who was then nineteen, was operating the old homestead. Salathiel died in 1875 from enlargement of the liver at the age of sixty-four. James Davis Curtis, later Dr. Curtis, was born on the homestead along with his brother, Salathiel. James was born in 1868. Dr. Curtis received his early education in old S.S. No. 14 and from there he went to St. Thomas Collegiate, then normal school in Toronto. He taught at Brayne's School north of Port Stanley until 1890. Then he enrolled in the University of Toronto medical school and graduated in 1894. Dr. Curtis opened his first office in St. Thomas, where he practiced for sixty-four years. He died on January 17, 1967. He married Dora Ferguson and by this union, one daughter, Carolyn, and one son, John, were born. John became a medical doctor like his father. Carolyn Curtis became a well-known artist.

Many of the sons of the soil became outstanding men, but George Elliott Casey was brought up in the lap of luxury and so lacked the fire to reach great political heights. At an early age he was recognized as an intellectual, and schooling for him was no great effort. He was born in April 1850 and was the pride and joy of his parents, George Casey and Sarah Elliott. After his father died in 1854 during the cholera epidemic, the little boy was raised by his mother. She was the daughter of George and Mary Elliott and was born in Tyrone, Ireland, on January 10, 1814. When she was three years old, she was left with some relatives while her parents left for Canada to seek a permanent place to settle, which turned out to be east of Fingal. Elliott was a Methodist minister and was very progressive. Soon he opened a store on the Talbot Road in competition with Colonel James McQueen. He became wealthy through land speculation and as his business enterprises grew he had to hire men to operate his farm. George Casey was his foreman. In 1833, nineteen-year-old Sarah Elliott joined her parents. She soon took an interest in her father's business. In 1847, Elliott journeyed to Montreal to welcome and guide some newly-landed Irish immigrants. While there, he died of a heart attack. Sarah Elliott took over the operation of the business and in short time proved her capability and became the wealthiest woman in the county, her father having left behind great holdings. Shortly after her father's death Sarah married her foreman George Casey, who gave her two children, George and Mary. The latter died in childhood. George was born in 1850. Sarah enjoyed four years of marriage until 1854, when her husband died from cholera. This threw the operation of the farm and other business activities onto her shoulders.

From the start young George displayed a very active and brilliant mind. He first went to school down the road and then at St. Thomas. He showed such interest in literature that his mother sent him to the University of Toronto, where he obtained his Bachelor of Arts degree in 1871. Meanwhile (after he was elected as a West Elgin representative in the House of Commons in 1872, representing the Liberals) Sarah Elliott Casey had the mansion built on the Talbot Road for herself and her son. After he married Ellen Burke, the twenty-room mansion was shared. George Casey and his wife lived in Ottawa while Parliament was in session. Mr. and Mrs. Casey were

known as the handsomest couple in Ottawa. Casey was Liberal representative for twenty-eight years, having been elected when he was twenty-three. He had eight children: William Archer, James J., Frank B., Kathleen B., Agnes, Annie, Margaret, and Helen. After twenty-eight years as an M.P., Casey started to lose his fire and in 1900 he terminated his political career. Some say it was because of the decline in his health. For a time he lived at the old homestead until the Liberal Government appointed him Parliamentary librarian in 1903. Soon after the appointment, he took ill and died in Ottawa in his fifty-third year.

One of his sons, William Archer Casey, enlisted in the First World War and became a major. He lost his life in the battle around Albert on September 8, 1916. James, another son, was a railroad man for thirty-seven years. He died on September 9, 1963. Near the sunset of her life, Sarah E. Casey had to sell most of her holdings and as her health declined, she was confined to the mansion on the Talbot Road where she died on February 23, 1897 at the age of eighty-three. George Casey's daughters became Mrs. Annie Broidy of Detroit; Mrs. Agnes Powers of St. Thomas; and Mrs. Helen McGlynn of Toronto. Margaret, who was born in 1894, worked in Detroit and died in 1975. Kathleen B. of St. Thomas passed away in 1975 at eighty-three. The old house passed through twelve to fifteen owners. At one time it was empty for years and when I enquired about it, I was informed that it was too large and very difficult to heat during the winter. In 1917 it was sold to William Lucas of Glanworth. A year later, he sold it to Hiram Kruppe of Burwell Park or Burwell's Corners. The house was empty for a long time and was beginning to deteriorate. Then the Dubyk brothers purchased it in 1957. They became successful farmers and have restored the old mansion.

Joshua Wardell, a United Empire Loyalist, came from New York State and first settled in the Niagara District in 1793. He took part in the War of 1812 and was present at the funeral of Sir Isaac Brock. After the war he received a land grant and so with his wife Charlotte settled on the western half of Lot 35 on the south side of the Talbot Road in Southwold Township. The land had been owned by Daniel Hubbard some three years before in 1820. The land originally was part of Squire Johnson's holdings. The Squire lived in south Yarmouth Township and I tell his story in the section on Seminary Corners. It was on Lot 35 that Joshua Wardell erected a wood-turning mill. The lot at the time was covered by a dense forest, part of which still remains. This forest was the backdrop for the murder of William Henry Hendershott on December 17, 1894. Joshua also purchased Lot 33 from John Cook and sold the south half to Salathiel Curtis in 1841. Part of Lot 35 was the property of Benjamin Fuller, son of a United Empire Loyalist, who became Joshua Wardell's neighbor in 1825. His land, like his neighbour's, was covered by a thick wood, some of which he cleared to build a log cabin. All this time he boarded at John Welter's, who lived on the west half of Lot 36. Benjamin Fuller replaced his log cabin with a frame dwelling in 1843 where he and his daughter Josephine lived until his death in 1875. Then Josephine sold out to John Welter. Joshua Wardell purchased the east half of Lot 34 and expanded his farm operation. The southern portion became the farm of his son, Edwin, who was born in 1825. Joshua Wardell had nine children. He breathed his last on March 3, 1873. He was eighty-one. His wife Charlotte joined him on October 6, 1878, at the age of seventy-eight.

Joshua's first son, Edwin, was born in July 1825 and like his father was very military minded. He became a lieutenant in the local militia. He admired Colonel James McQueen, who lived down the road, and married one of his daughters, Melissa, in 1848. According to the 1881 census, he had five children: James McQueen, Joshua, Maria, Emma Maud, and Walter E. Edwin Wardell erected his farmhouse south of the corners and had for neighbours the Joiners, who were across the road from the farm of Salathiel Curtis. Edwin Wardell named his sixty-one acre farm "Cedar Grove." He farmed all his life and died in 1899. His widow lived on the old homestead, which was known as "Pine Grove Retreat", along with his two daughters, Sarah (Sally) and Josephine, who became teachers. The home later was owned by Frank Wardell. It was during his ownership that the home was destroyed by fire on April 3, 1919.

I came across a news item in the 1864 St. Thomas *Dispatch* telling of the tragic death of Patrick O'Donnell in the Wardell Woods during a logging bee. The strange part of the story is that O'Donnell was warned by his wife who had a premonition that something terrible was going to happen to her husband that day. Like most men, he shrugged it off. In some cases in a logging bee, trees were felled in an unsystematic manner and accidents occurred. On that day several men were injured. One tree struck Patrick O'Donnell, who died at midnight the same day. Mrs. O'Donnell was left with three sons, Patrick, Michael, and William. The O'Donnells lived in a log cabin west of John Curtis and west of the corners on land rented from Sarah Elliott Casey. After the death of her husband, Mrs. O'Donnell struggled for a while to make a living, then moved away.

On December 14, 1894, death again stalked Wardell's Woods. The details of that event were recalled for me by John Holden of Fingal, who showed me the exact spot where the murder occurred. I also received help from Charles Corbett, who witnessed the hanging of the killers in 1895. John Hendershott, the uncle of the victim, became bored with the monotony of life and the limitations of poverty. He thought of a way to gain money by the sudden death of some person who was heavily insured. He first considered Patrick Fitzpatrick, who was known as the "Diver", a man who was an alcoholic and always in trouble with the law. Hendershott persuaded his boarder, William David Welter, a dull-witted man, to join him. Welter liked John Hendershott and was engaged to his daughter. Hendershott made three attempts to insure "Pat the Diver." From April until June of 1894, Pat was treated frequently by Hendershott and Welter at the Penwarden House in St. Thomas. After Hendershott's attempts to insure Pat were turned down on medical grounds, Hendershott persuaded his nephew, William Hendershott, to take a policy out on his life. It was arranged that John Hendershott would journey to Aylmer and Eden to do business and to visit some relatives while William Welter took William Hendershott out into Wardell's Woods to cut wood.

William Welter and William Hendershott both had axes, and as the work progressed, young Hendershott took off his coat and placed his watch on a stump. After a spell he felt thirsty and knelt at the little brook to take a drink. It was then that he received a blow on his shoulder which was meant for his head. This stunned him, and he got up and staggered around in a circle, while Welter continued to hit him until he dropped dead. Welter then placed the body under a fallen tree and walked to his uncle's farm to report the accident instead of going to the nearest neighbour. His uncle, Charles Welter, lived a mile and half from the scene. On the afternoon of December 14, 1894, news was brought to St. Thomas that William Henry Hendershott, son of David Hendershott of Walshingham Centre, who had been living with his uncle, John Hendershott of Middlemarch, had been killed in Wardell's Woods by a falling tree. His only companion in the woods was said to be William David Welter, who said that they had chopped and sawn a tree and that as the tree was about to fall, Hendershott ran to save his possessions, stumbled, fell, and was struck by the tree. Charles E. Welter notified Dr. Gustin, coroner, who had no grounds for suspecting foul play and gave permission for the body to be removed. E. Wardell, R. Stevens, Robert Curtis, R. Saunders, and George Craig went into the woods and found blood splattered all around the place. The next day the insurance policy that had been placed upon William was noticed. On Sunday Elgin County Crown Attorney Donahue and Constable Fairbrother went out to the scene to gather evidence and to notify the provincial detective John Wilson Murray. The body was duly buried. When Detective Murray arrived, he had it exhumed on December 18. The head was removed for examination. An inquest was held at the Grange Hall on December 21, and after hearing all the evidence, William David Welter was arrested for murder and John Hendershott as being an accessory. The pair was sentenced to be hanged on June 18,1895.

On that fatal day Charles Corbett, a curious teenager, climbed a tree overlooking the courtyard. He recalled the two mounting the gallows dressed in black suits and wearing white shirts. Both were hooded on the gallows before the noose was placed under their chins. When the

Mrs. Mary (Galbraith) McAlpine

words "Deliver us from evil" from the Lord's Prayer were uttered by Reverend Mr. Spencer, the trap was opened. After the men were pronounced dead, their bodies were placed in a rough box filled with quicklime and buried in the southeastern corner of the courtyard. It is said that just before his end, Wlliam Welter said a short prayer, "Oh Lord! have mercy and compassion, have mercy and compassion."

In 1830, Captain Neil (Stormes) McAlpine, his wife Mary Galbraith, and his one-year-old son Neil left Kilmartin, Argyleshire, Scotland, to seek land in Canada. After landing at Port Stanley, they were given shelter in the home of John Currie, who had settled south of Cowal in the Gordon Settlement in 1818. McAlpine obtained Lots 30, 31, and 32 on the north side of the Talbot Road in Southwold Township, a total of three hundred acres. This was the birthplace of ten more children with Mary being born in 1835 and Hugh in 1840 or 1841. The other children were Donald, John, Isobella, Margaret, Catherine, Nancy, Sarah, and Christina, who was born in 1843 and along with her brother, Hugh, remained single. Neil McAlpine married Mary Currie, daughter of John Currie, and settled down to farming south of Cowal near the Gordon Settlement. This farm was the birthplace of eleven children: Mrs. Albert Silcox of Tacoma; Mrs. John Anderson of London, Ontario; Mrs. J. Malcom, Mrs. William Silcox, and Mrs. McColl, all of Tilbury; Mrs. N. Graham of Lobo; Mrs. E. Gilbert of Payne's Mills; Duncan McAlpine of Iona Station; Neil McAlpine of Lambeth, who married Tillie Silcox; John McAlpine, who became a railway builder in British Columbia and Joseph McAlpine, who was born in 1865. Joseph worked on his parents' farm for a while, went on the railroad for two years, returned to farming and went into hog marketing. Later he purchased E. McCredie's music store in St. Thomas and became a merchant and dealer in musical instruments. He later moved to a larger store. He married Sarah Anderson of Middlemarch.

Neil McAlpine, Sr., was instrumental in the construction of the first Presbyterian church in St. Thomas on New Street in 1838. He also served as a justice of the peace for a number of years.

In 1859 a deadly frost struck on the 25th of June and destroyed the grain crops in the Talbot Settlement, leaving the people facing famine. Captain Neil McAlpine saw the hardships that the settlers were faced with and knew then for what purpose he was allowed to have three thousand bushels in his granaries. He had been approached by a miller who offered to buy his wheat at a high price. That startled McAlpine, and when he found that the miller was going to sell it to the settlers for seeding at a much higher price, he went home and searched his soul. The next day being Sabbath and he being an elder of the church, he attended the service, took a position at the church entrance and whispered to each pioneer as they passed by: "You can get grain at my place-bushel for bushel. For each bushel you take at seed time, you will bring me back a bushel at harvest." The offer was met with instant interest by all and it was so successful that he sent his sons to all the churches in the settlement with the same offer. The next three days saw the Talbot Road busy with the traffic of those seeking help, and for three days McAlpine, along with his sons, was busy doling out grain.

When Captain McAlpine died in 1875, his son Hugh was in his mid-thirties and had been operating Kilmartin farm for a number of years with the assistance of his brothers. He looked after his mother until she died in 1881. Hugh inherited the farm and carried on farming. He remained a bachelor and lived with his sister Christina at Kilmartin farm until he sold it to Noble Tufford of Dunboyne in 1909. By this time he owned three hundred acres and his farm was worth $24,000, which was considered a large amount of money in those days. After Hugh McAlpine sold the farm, he and his sister moved to St. Thomas and lived on the northeast corner of Pearl and Curtis Streets until his death in 1916. Christina followed him in 1922. The Kilmartin farm was destroyed by fire in 1913.

Dr. John McAlpine

by G.E. Hall, Banting Institute, Toronto

This is a short account of Dr. John McAlpine, who graduated from Victoria College, Cobourg, in 1875. In tracing the family history of Dr. John McAlpine, the following story of his grandfather, told by Peter McArthur, was found in a volume of early Canadian prose and verse.

"This is the story of Neil McAlpine of Fingal, the pioneer patriot that saved the Talbot Settlement when it was threatened by famine. It was my privilege to hear it told by Neil McAlpine's grandson, Dr. Hugh A. McCallum. It was told in a pioneer house such as Neil McAlpine knew, and I only wish that I could tell it today so that it would thrill you as it thrilled me. My version is only an echo of that splendid telling, but I am giving it because the hope of Canada and the Empire, and possibly of humanity, lies in such men as Neil McAlpine.

"Neil McAlpine was one of the early settlers in the neighbourhood of Fingal. Being a man of means, he farmed somewhat extensively for those days, and when market prices did not suit him, he was in the position to hold his products until another season. One year the frost killed all the wheat in the Talbot Settlement. Neil McAlpine had three thousand bushels in the granary. At first he exulted in the prospect of selling the wheat profitably, but one day when he was in St. Thomas he saw matters in a different light. Word was brought to him that the local miller wished to see him. When Neil McAlpine went to the mill, the miller said: 'You have some wheat, haven't you?'

"'I have three thousand bushels.'

"The miller made him an offer which startled Neil McAlpine. 'Why,' he exclaimed, 'that is more than you can get for it after it has been ground into flour. What are you going to do with the wheat?'

"'I am going to sell it for seed grain to the settlers.'

"It dawned on Neil McAlpine what that would mean, and when he told about it afterwards, the cold sweat broke out on him. His grain might be used to extract blood money from the struggling settlers who were threatened by famine. His mind was made up at once. He hurried home and developed his plan. The next day, being the Sabbath, and he being an Elder of the Kirk, he dressed and went to the church early. Standing beside the gate, he whispered to each pioneer as he passed through: 'You can get seed grain at my place-bushel for bushel. For each bushel you take at seedtime, you will bring one bushel back after harvest.'

"He made this offer to every member of the Presbyterian Church. When he went home after the service, he remembered that he made his offer only to the Presbyterians. In the settlement there were many people belonging to other churches, so he put his sons on horseback and sent them to others-the Baptists, Anglicans, Roman Catholics, and Methodists. A young man stood by the gate of each church and whispered to the worshippers as they entered: 'You can get seed grain from my father-bushel for bushel. For each bushel you take now, you will bring back a bushel after harvest.'

"On Monday morning the settlers thronged to Neil McAlpine. The boys in the granary measured out the wheat and filled the bags, and as each settler with his precious store of seed grain came past the house, Neil McAlpine (he was called Captain Stormes) would hold up his hand and ask: 'How many bushels?' When they told him the amount, he would add: 'Remember now, bushel for bushel. For each bushel you are taking you are to bring me back a bushel after harvest.'

"For three days the procession passed Neil McAlpine's door to the granary and back until all the grain was distributed and every family in the settlement had seed wheat. This great-souled act accomplished the good man's purpose, and to this day there are old people in the neighbourhood of Fingal who are saying: 'It happened so many years after or before Neil McAlpine saved the Settlement.'

"In 1830, Malcom McAlpine, one of the sons of the great Neil, settled just south of the Longwoods Road in Middlesex County. At this time the nearest cabin was nine miles away. The whole country was dense bush, with Indian trails and deer tracks the only roads. The best means of communication was the canoe route afforded by the Thames River. Malcom, like his father, had for years to carry bags of wheat on his back to Kilworth to be ground. To us today it is hard to realize that less than one hundred years ago this County of Middlesex was a wilderness as unbroken as in the seventeenth century, when Champlain traversed the country. Having settled on his one hundred acres on the Longwoods Road, which was opened in 1812, Malcom McAlpine began clearing his farm land. In 1837 he married Miss Ann McAlpine, the daughter of Hugh McAlpine, who was a distant relative. Malcom's people were known as the "Long Woods" and his wife's people as the "Bear Creek" McAlpines. At this time there were 107 settlers in the township and the total taxes were £7 13s. During the Fenian Raids Malcom enlisted in the militia and became a captain.

"On December 10, 1850, in Ekfrid Township near Appin, Middlesex County, Malcom's son John was born. He began his education at the log schoolhouse that stood on the No. 12 sideroad on the Longwoods Road. He later attended the Wardsville High School. On his holidays John worked on his father's farm and learned the hardships of pioneer farming. Throughout his early life, John McAlpine spoke only Gaelic. It was not until he was twelve years of age that he learned to speak English. Following in the footsteps of his uncle, Dr. R.S. McAlpine, John's ambition in life was to become a practicing physician and surgeon in a country community. To better accomplish his aims, he became a clerk in a Glencoe drug store before entering college. He

graduated in a class of ten from Victoria College, Coburg, as a medical doctor in 1875, and in the same year graduated from Toronto University. Immediately after graduation, he interned at the Toronto General Hospital for a year and a half, receiving his hospital diploma in 1876. While there he contracted smallpox and claimed to have been the only smallpox patient ever kept at the General Hospital. During his college years, he spent his summers studying with Dr. Montgomery of Glencoe, who was practicing at Blackstock in Durham County. Immediately after graduation, he took over Dr. Montgomery's practise temporarily, and, one year later, moved to the village of Janetville, near Lindsay. Many people have told me that, while practicing at Janetville, as many as fifty buggies would be lined up in front of his house, waiting for the opportunity to consult the doctor. It was while he was at Janetville that he married Miss Eliza Hughes, daughter of John Hughes of Cartwright Township, and shortly afterwards moved to Lindsay. In the early days, he had to make his professional calls on horseback, carrying his medical equipment in his saddlebags. Those were the days when only the large cities had hospitals. His operations were performed on kitchen tables in farm houses. His instruments and towels were steamed. Sometimes the patient was taken to the doctor's home in Lindsay, operated on and nursed for weeks. His accounts, when rendered, were in the early days usually 50¢, 75¢, $1.00, and perhaps $1.50 for a fifteen mile call in the winter. His payment might be a bushel of oats or a bag of potatoes. For a complicated operation he received a goose. For a call to Emily, about twenty-five miles away, to perform one of the first appendectomies, he received a quarter of lamb. His practice was not a business. It was his life. If a family could not pay, that did not prevent them from calling him again. My grandfather knew him well, and has said that every one throughout the county knew him and every one was his friend — 'One of the best doctors and one of the most kind-hearted men I have ever known.' He was Lindsay's first medical officer, an office which he retained until his death on December 6, 1925."[1]

The fieldstone cairn commemorating the "Saving of the Settlement" in 1859 by Neil McAlpine. It is located on Elgin County Road No. 16 at the Noble Tufford farm, the original McAlpine residence. L to R: Lorne McLennon, who constructed the cairn; Janet Golding; Hugh J. Sims, master of ceremonies; Ron McNeil, M.P.P.; and Noble Tufford.

As one travels along Elgin County Road No. 16, one is struck by the growing Lyle settlement. It all started back in 1873 when John Lyle, son of Alexander and Ann (Dow) Lyle, decided to try his luck in a new land. John Lyle was born in Stirlingshire, Scotland. John's brothers and sisters were Alexander Jr., David, William, Annie, Robina, and Richard, who was adopted. John was educated at night school in Glasgow in 1861 and served as an apprentice in the blacksmith trade in the Carron Iron Works at Falkirk. In 1870 he sailed from Glasgow and landed at New York. Because he could not find employment, he decided to come to Canada. In St. Thomas, he worked in a sawmill, which was going through a boom period because of the erection of the trestle bridge for the Canada Southern Railway. John, however, wanted to be a farmer and with financial assistance from his brothers, David and Alexander, he was able to purchase a farm from Henry Payne of Payne's Mills. This farm in later years became the farm of John A. Lyle. The Lyle brothers purchased John Hoop's farm, after which John encouraged his parents and brothers to come to St. Thomas. On the 29th of May, 1873, they left Glasgow and arrived in St. Thomas on the 14th of June. The Lyles and their children were accompanied by Mr. and Mrs. James Lawrence and their six children, Mrs. Nesbitt, daughter of Alexander Lyle, and her children. The Lyles rented a house in St. Thomas and settled down for a time.

David, son of Alexander and Ann Lyle, died at the residence of his brother John in 1917. He was born in Stirlingshire, Scotland, in 1864, and came to Canada with his parents in 1873. David Lyle married Agnes Hay and they were the parents of eight children: Alexander, William G., Stanley, Anna, Margaret, Robina, Verna, and Edna. The five daughters remained single. Robina Lyle served with the Overseas Nursing Unit from 1916 to 1920, and after graduating in social service from the University of Toronto, went to Kentucky, Cleveland and then Chicago, where she supervised health services in twenty-three schools. She died in 1964. Her uniform was presented to the Elgin County Military Museum. Edna Lyle, whom I had the pleasure of interviewing in 1983, worked in the office of the Superintendent of Architecture at the Chicago Institute. Anna became a nurse under Dr. Edward B. Bench of New York. She passed away in 1972. Margaret and Anna were twins. When David Lyle died in 1917, he left behind John and Alexander and two sisters, Mrs. Allen Stewart and Mrs. David Carlow. The latter was from Glasgow,

Scotland. William G. Lyle married Rhea Gooding, daughter of David and Jennie Gooding, in 1918. He died in 1962. Mrs. Lyle closed her eyes forever on December 12, 1977. John, son of Alexander and Ann Lyle, became in later years a prominent businessman in St. Thomas. In 1880, the year his father died, he purchased a farm on Lot 39 on the Talbot Road in Southwold Township. Fifty acres he sold to the county for the establishment of the House of Industry. Here a large brick building was erected in 1875 and the first manager was Michael Hunsberger. William Aldritt took over the management in 1888; he was followed by David Gooding in 1900. Fred Ingram was manager in 1927 and he was succeeded by Gordon Turnbull. The old home was torn down in 1964 to make way for a modern structure.

"I am sorry to say," wrote John Lyle in a letter after holding a barn raising, "that I was badly advised by someone that at a "Raising" I must have four or five gallons of whiskey, which was passed around in a pail. The farmers got drunk and did not shore the building up properly and a wild storm blew my barn down. Winter was near, the first snow was on the ground when we got the wreck taken apart, and the timber and stone for a new barn. However the weather got fine, the neighbours made bees and the barn was up, and I had shelter for fifty head of stock by Christmas."

In 1875, John Lyle married Ellen Hay and moved into the old Nicoll homestead. John Lyle, besides being a farmer, became an industrialist and was instrumental in the founding of the St. Thomas Packing Company in 1897. He finally moved into St. Thomas in 1898 and purchased a home on 34 Metcalfe Street. His marriage brought forth five daughters: Agnes, who became Mrs. Charles Butler; Anne Lyle; Edith, who became Mrs. Herbert Futcher; Isabella, who became Mrs. Oliver Frederickson; and May, who became Mrs. Gordon Lindsay. A son, Stanley, was born in 1889, and he later married Lena Hill. He had six children. Douglas was killed on the Michigan Central Railway crossing north of the farm in December, 1950. William Lyle married Marion Wallis. They had two children, Elizabeth and Susan. Mrs. Lyle married again to Harold McKenzie. Robert S. Lyle married Joan Irwin, and had three children: James, Janet, and John. Mary Lyle married Earl Beattie and had Kathryn, Ann, and Donald. Eleanor Lyle became Mrs. William Fair. She had four children: Maureen, Pamela, Janice, and Jamie. Stanley Lyle died in 1972 and his wife died in 1966.

Alexander Lyle, Jr., married Margaret Edmunston of Stirlingshire, Scotland. According to research done by Irene Fearnley Petrie of Fort Plain, New York, we find that they had five children: Alexandrina, who married James Wyatt; David, who remained single; Alexander, who married Jessie Futcher; John, who married Bessie Hunter; and Nellie, who married M. E. J. Fearnley. Other information seems to indicate that they had eight children: David; John A.; Alexander; Mrs. Herbert (Margaret) Fearnley of St. Thomas; Mrs. Edgar (Annie) Gilbert of Southwold; Mrs. Neil (Isobell) Campbell of Eagle; Mrs. J.C. Wyatt of Medicine Hat, Alberta; and Mrs. R.J. (Helen) Fearnley of Port Burwell. In 1877 the family left Scotland for Canada. Alexander Jr. died in his eighty-ninth year on December 4, 1926. Margaret Lyle predeceased him in 1907. Alexander, their son, married Jessie Futcher late in life. She was the daughter of James Norwood Futcher. This union brought forth Bruce A., Hugh Futcher, and Louise. The latter became Mrs. Lyle Sifton of St. Thomas. Alexander died in 1950 and his wife Jessie joined him on November 5, 1976. She was in her eighty-fifth year. John A. Lyle married Bessie Hunter. They had two children, Gordon A., and Helen M. The latter became Mrs. John Futcher McNiven. David Lyle remained single and became a successful beef breeder and farmer. He was born in Falkirk, Scotland, on August 24, 1868. He built a large brick house north of Middlemarch and called his farm Mount Pleasant Farm. He outlived his brother Alexander, and three sisters, Annie, Margaret, and Isobell. After a very busy life he passed into the sunset on December 26, 1951. He had seen eighty-three summers.

In 1886 David Lyle (Alexander Jr.'s son) purchased the south half of Lot 43 from Elizabeth Brimer, daughter of Richard Braden Nicoll. Nicoll was a native of England and he was a wealthy

and progressive man. He was an outstanding farmer and had a beautiful brick mansion erected on the Talbot Road. It was built so that he could have servants. One part of the house had a butler's pantry. When Nicoll died in 1879, the land was divided among his sons, Edwin, Albert and Frederick. Edwin got the east half while Albert got the west half. Frederick obtained Lot 42, the eastern half. The Edwin Nicoll farm was purchased by David Lyle and his sons in 1908. Alexander D. Lyle took up residence in 1920. Edwin Nicoll married Margaret Graham of St. Thomas. This union brought forth two children, Lucille and William. Lucille became Mrs. George Robertson of Hamilton. Her life ended in 1948. After his father's death in 1899, William Nicoll left the old farm and became a contractor in Munro, Michigan. Later he moved to Clearwater, Florida, where he died. Mrs. Edwin Nicoll married again to William Mickleborough of St. Thomas, and took up residence at 118 Centre Street. George Nicoll, a fourth son of Richard B. Nicoll, settled down on a farm near Talbotville, or should I say, nearer to Payne's Mills. The farm was later owned by Albert Berdan. Simon Nicoll, brother of Richard B. Nicoll, lived on a farm that is now the property of Donald Begg.

I consider Mrs. W.H. Irwin to be an outstanding authority on the history of the Beggs of Talbot Road. (I gathered a great deal of the history from Francis Tisdale of Orwell because Ilene Tisdale, daughter of Lachlin and Sarah (Penhale) Tisdale, married Donald Begg. They had one son, Donald James Ian Begg.) James Begg, native of Glenbucket, Aberdeenshire, Scotland, was born in 1812 and when he was thirty-four he settled in Southwold Township and took up farming with his wife, Margaret, who was a Currie from Argyleshire. She had come to Canada with her parents when she was six years old. There were several families of that name who came to Canada. Some settled in Dunwich, North Yarmouth, and Aldborough Townships. James Begg settled on Lot 43 on the south side of the Talbot Road. He and his wife were the parents of two children, Margaret Elizabeth and James. The former was born in 1862 and the latter was born in 1868. James Jr., when he reached the age of thirty, married Margreeta McCormick, daughter of Duncan and Catherine (Campbell) McCormick. This marriage brought forth four children: Bessie, Kathleen, Jeanette, and Donald. Bessie Begg became Mrs. W.H. Irwin of St. Thomas; Kathleen and Jeanette took up residence in Detroit, and Donald became a successful farmer and real estate agent. He took over his father's farm. In 1941, James Begg, Sr., passed away in St. Thomas. He retired from farming in 1928. The farm was purchased by Stanley Lyle and sons. That same farm is now owned by Robert S. Lyle. Back in the early part of the last century, Lot 43 was owned by Simon Nicoll who later sold it to Charles Siple. In 1915 James Begg purchased the old Siple place and in 1919 Donald Begg took over the farm,

I would be remiss if I overlooked the part the Butler family played in the history of Southwold Township. A long time ago Charles Stanley Butler came from Norfolk County to work on the construction of the Michigan Railway at and near St. Thomas. It was in St. Thomas that he met Agnes Lyle, daughter of John and Helen Lyle. They were married in 1901. Charles took a job in Montana working for the Northern Pacific Railway. In 1907 they returned to this area and settled on the old John Lyle farm. The marriage brought forth three children: Lyle, Harold D., and Kenneth, who now owns the property. Lyle Butler married Myrtle Hicks. Kenneth Butler married Roberta Poole and had five children: Richard, Sally, Robert, Charles, and Jeanette. Harold D. Butler married Lenore Dale and had three children: Nelson, Marie, and Donald. Robert, the son of Lyle Butler, married Teresa Hepburn, daughter of Ronald and Betty (Hindley) Hepburn, and had Ronald, Gary and Shawn. This all started when Patrick Butler came from Ireland, where he was born in 1813, with his parents in 1817 and settled near Preston, Ontario. In 1837 he met Martha Ellis, daughter of William and Martha (Elliott) Ellis. The Ellis family was a wealthy and powerful one in Ireland. They were married in 1799. After the birth of their second child, they decided to try their luck in the New World. They left in a small, open sailing vessel, which meant that the vessel was not rigged to carry passengers, who had to exist in the aft section of the canopied area of the main deck. It was a long and hard trip and during this voyage their little boy took sick and died. The ship finally docked at New York and the Ellis family made

their way to Pennsylvania, where they remained for many years. While they were there, two more children were born, both girls. In 1810 they settled near Hespeler, along the Speedy River. Here William Ellis purchased 230 acres of Crown Land and he became one of the first magistrates in the settlement.

When the War of 1812 broke out, Ellis enlisted and became a captain. Legend tells that before leaving home for the Niagara frontier, he planted a staff in the ground and remarked if it stood he would return. Squire William Ellis was a just and upright man and he had great influence over the Indians. He was engaged by the government to pay bounty for wolf pelts. One day when he was returning through the woods on horseback, he heard cries of distress. He came to an old mill and there found an Indian tied to a tree with two white men whipping him. He jumped off his horse and settled them. He then untied the Indian, put him on his horse and took him to his own home where his wife cared for him until his wounds were healed. The day of parting finally arrived and the Indian, after having breakfast, made some signs and left the Ellis household. A year later a small band of Indians approached the Ellis house with two Indian ponies. Squire Ellis was a little wary and after making sure his children were secure in the house, went out to meet the party, firstly arming himself. The Indian that he had rescued was in the party. The Indians presented him with a pair of Indian ponies, which the Squire kept on his farm as long as they lived. In 1885, the matched span of ponies took the first prize for fast walkers.

The old Talbot Road is steeped in history. Take for example Lot 41 on the south side of the road, where a plaque was erected as a memorial to Dr. John Rolf. It was on this lot that Dr. Rolph had a log house built in 1812. Rolph was born on March 4, 1793, the eldest of four sons of Dr. Thomas Rolph. When John reached the age of nineteen, he emigrated to Upper Canada from England. When he settled on this lot, he had for a neighbour Abraham King, who was a former employee of the Rolph family in England. John Rolph lived on the farm until he sold it in 1832 to James Innes (later Sir James Innes), who was a brother-in-law of James Blackwood. Having succeeded to a barony in Scotland, James Innes sold his farm in 1839 and returned home. T.M. Treadwell became the next owner of the property and David King, son of Abraham, took over his father's farm.

An observatory was erected by Squire Francis Hunt on a knoll on Lot 38 on the south side of the Talbot Road (sometimes known as the Fingal Road) east of Middlemarch. It was built in 1892 for meteorological observations. The Squire settled on the west half of Lot 38, which he purchased from William Mandeville, son of Abraham Mandeville. Abraham, son of David Mandeville, was the first to settle on the land. The first school was erected on the site where Squire Francis Hunt had his brick dwelling. The Squire lived there until he sold his farm to Alexander Ferguson McNiven, native of Scotland, in 1907. Alexander F. McNiven married Ethel Futcher in 1911. They had one son, John Futcher McNiven. Alexander McNiven died in 1937. John F. McNiven married Helen Margaret Lyle and by this union had two children, Carolyn Ann and John Alexander. After Squire Francis Hunt sold the farm, he moved into St. Thomas and took up residence at 32 East Street, where I understand he died on January 5, 1928.

My Boyhood Days at Middlemarch

by Dr. James Curtis

My father, John Curtis, was born near Holsworthy, Devonshire in 1840 and was brought to Canada in 1841 by his parents, Salathiel Curtis and Mary Ann Sanders. My mother, Mary Davis, was born in Tipperary, Ireland in 1847 and brought to Canada in 1848 by her parents Henry Davis and Ann Wood. They were married December 25th, 1867 and I was born October 16th, 1868 in my grandparents' home, one mile south of Smoke's Corners, afterwards Middlemarch. The doctor was Dr. J. H. Wilson of St. Thomas. The nurse was Mrs. Wardle.

After a short time my grandfather built a frame house about one hundred and fifty yards north. One of my earliest memories was when my brother Salathiel was born and they took the lamp from the room I was in and left me in the dark and I heard a baby cry.

One afternoon, I was left alone in the house when I heard a peculiar noise upstairs and I ran out of the house. After that I was afraid to stay alone. No one could understand my fear until they found that the noise was caused by a bottle put under the window. The wind blowing on an empty bottle was the cause of the noise.

When I was nine months old, my mother holding my hand, we walked from our home over to my grandfather's house, a hundred and fifty yards away, something to brag about. An Irish boy, Mike O'Donnell, who worked for my grandfather, often acted as babysitter when my mother was away. Mike was a nice boy and entertained me by telling some wonderful stories.

Since my grandfather's home was only a short distance away, I was soon able to go over by myself. As I was the only grandson at the time, I was always welcome. My grandmother, who was confined to bed, often wanted me to come in her room. She would ask me many questions, I suppose, to hear me talk. When she had enough she gave me a peppermint candy and I left her. At my grandfather's house were my grandfather and grandmother, Uncle Richard and Aunt Mary and Aunt Eliza. Their house, a storey-and-a-half frame, was a colonial style of architecture. There was an outside cellar of brick with two windows. In the spring they took the windows out to air the cellar. I came along one day and kicked all the panes out, I do not know why, but apparently I did not think I was doing wrong. At any rate, my grandfather gave me a thrashing. He repented later and gave me a sheep, which as time went on, increased in value and was worth about a hundred dollars which I received at the time of sale.

We had two neighbours, the Joiners and the Wardles. The Joiners lived almost across the road. They had five boys and a girl. The boys were John, Proctor, Charles and Chester (twins), Frank and the girl Elizabeth. John was the oldest and Proctor and I were about the same age. We played together and later our families exchanged Christmas and New Year's together with turkey and plum pudding as fare. What appetites we had! Edwin Wardell and his wife, a daughter of Colonel McQueen of the 1812-1814 War fame, had three sons and a daughter. They lived opposite my grandfather's home. The boys were Rufus and Walter McQueen. Rue was attending Medical School at Ann Arbor, and when home on a holiday, vaccinated his sister against the smallpox. So one day, my mother took me over to the Wardells and I was vaccinated from the sister. I have been exposed to smallpox several times since, but escaped the disease.

My grandfather had a young man working for him named Leighton Lowry. He chewed tobacco. One day they were picking cherries and of course I was eating them, when I asked Leighton for a chew. I was probably about seven years old. He gave me some and in a few minutes I was so sick that I fainted. Afterwards, the smell of chewing tobacco made me sick. In later years, with great perseverance, I was able to smoke a pipe or cigar. My mother, before she was married, lived with her uncle James and aunt Elcye Davis. They lived on the River Road in a house overlooking Kettle Creek. My mother was very fond of her uncle James, which is why I was named after him. The story is told that in the early 1800s there was a rebellion in Tipperary where the Davises lived and the family hid in a field of rye. Uncle James was a baby at the time and it was difficult to keep him quiet. However, they lived through it and about 1847 the family came out to Canada. One time, my mother sent me over to uncle James with a message. I had to go by the school on the River Road and as I passed it, school was let out and all the pupils rushed out to inspect me. I was about six or seven years old. One of the boys was Rasome Robbins, a big dark boy. I thought they were going to kill me. However, after some questions, they let me pass. Another time, my uncle James was sick and my mother took me with her to see him. He was in

bed and in the corner of the room stood a musket with a fixed bayonet and a six-barrelled pistol on the table. He had never really recovered from the perils of his childhood.

Another interesting thing at Uncle James' farm was a big dog doing the churning of butter. The dog was working a treadmill by walking on a platform that kept moving with his weight. Uncle James passed away in 1876. He left me one hundred dollars in his will, which was a substantial sum in those days.

I was nearly seven years old when I was told that I would go to school on a certain date. School Section No.14 was nearly two miles away and one morning, I went with my neighbour, Walter Wardle, to school for the first time. I was told that the teacher would take out of his desk a big book and a strap and that all new boys would get a strapping. The teacher brought out the book and after reading out the names of pupils, looked at me and asked my name and how old I was. I answered that my name was James Curtis and that I was six but would soon be seven. This caused a laugh. I did not see anything to laugh about. I did not get a strapping, however.

At that time, there were large woods on both sides of the road between our home and Smoke's Corners and in going to school I had to pass those woods. I was told that there were wolves and wildcats in the woods and if I missed John Joiner or Walter Wardle, my mother was to go with me until I passed the woods.

Fortunately for me, my father bought a farm on the Talbot Road, a quarter of a mile west of Smoke's Corners and built a new house. It was about 1875 when we moved in. The house was frame and had a cellar and two floors upstairs and down. The carpenter was Thomas Francis and James Touvy did the mason work.

At the school, my next teacher was Hattie Robinson and I was in the next grade, second part of first. Among the students at that time were the Robinson boys - William, Charles, Jesse and Frank; the Phillips - Hector, Montford, Ben and Charlie; the Welters - Oscar and William; the Stubbs - Henry, William, John and Neil; the Joiners - John and Proctor; Walter Wardle; Charles Welter; the Futchers - Albert, John and Thomas; the Mandevilles - Abraham, James and Peter; the Ponsfords - George, John, Albert and Mannie. The girls were Sarah and Kate Robinson; Hester and Mabel Phillips; Minnie and Edith Welter; Maria Stubbs; Sarah Anderson, Maggie Begg; Alice and Bertha King. Hattie Robinson had therefore a large school, with about sixty pupils. She also had a rawhide whip and was not afraid to use it. She had some pupils who were almost as old as she was. Many of the older boys only went to school in the winter time. They worked on the farm in the spring, summer and fall.

The school had no basement, but the floor was about four feet above ground, so there was a large space under the floor. Someone who had reason to fear the rawhide whip slipped it through a crack in the floor. Someone else must have told Hattie where the whip went because she had two or three boards removed and sent Jesse Robinson, her brother, through the opening to get it. It was very exciting as the hole was dark and rather spooky.

The next few years passed with the usual incidents in a country community. Christmas and New Year's were always remembered as days of roast turkey and plum pudding, either at home or at the Joiners. We had the usual epidemics in the neighbourhood, such as measles, chicken-pox, scarlet fever and diphtheria. My brother had a severe attack of scarlet fever with ear complications which left him about ten percent hard of hearing. My sister at the same time had an abscess in her neck, complicating scarlet fever. Dr. Gustin was the doctor.

A few years later, my mother had a severe attack of pneumonia. She was a long time recovering. Because of her illness, we had a hired girl, Janet Clark, working for us. Just across the

line fence west of us, stood an old log house formerly occupied by the Widow O'Donnell and her boys, Patrick, William and Michael. After the O'Donnells left, it was used as an open shelter for the sheep owned by Tom Clear who rented the farm from the Widow Casey. Our hens thought this was a good place to hide their eggs, so one day Janet Clark went in the log house to get some. When she started to go out with her eggs, she was confronted by a big buck sheep which refused to let her out. She was a prisoner for some time before the sheep let her pass. This little incident caused many laughs in the neighbourhood.

About 1879, a religious revival aroused the community to great enthusiasm and a church was built. It was called the Bible Christian Church and was part of the Talbotville circuit. My father was a generous contributor and an active director in this church for the rest of his life. Sunday school was held at two o'clock on Sunday afternoons with the church service following at three o'clock. There was a church choir with Miss Orilla Welter as the organist and Mr. Lamond, the choir leader. The Sunday school teacher was Mr. John Stubbs who was a very religious man. We were compelled to learn and repeat ten verses of the Bible every Sunday. We would select the verses easiest to commit to memory. There was not much in the Bible that was not familiar to me. Mr. Lamond took up the collection at the Sunday School. We always contributed a copper (one cent) and Mr. Lamond would remark that he liked to hear the "copers droppen een."

The first preacher that I remember was a Mr. Mallott. He preached hell fire and brimstone for all sinners. Our place became a great stopping place for all preachers visiting in the district. My mother was a great cook and the preachers were always welcome. Many a time when she saw the preacher drive up the lane, she would order me to go out and catch a rooster for dinner. Sometimes I had to crawl under the barn to catch one. For me, the preachers were not always so welcome.

About 1880, a farmer's organization called the Grange was formed on the Talbot Road. They first had their meetings in the schoolhouse. I think David King was the first Master. It was called Apple Grove Grange because the school stood between two orchards. The Grange was a social as well as a business organization. It was at a social function that I heard Miss Julia Payne sing "The Mocking Bird." We were all thrilled and talked of it for weeks.

When the Grangers became stronger, they decided to build a Grange Hall. My father donated a quarter of an acre of land on the north east corner of his farm for the purpose. The Grange was a great boon to the community. The members held meetings regularly and often put on concerts and other worthwhile projects. I was about ten or twelve years old at the time and was given the important position of janitor. I had to keep the place clean, look after the heating and clean the lamps, for ten cents a meeting. Sarah and Kate Robinson came early one evening, began to brush dust off the window sill and then laughed. I was sorely insulted but did not say a word. A few years later, I was asked to take part in a program. I gave a short history of Sir Walter Scott and recited Marmion's Ride.

My father was quite a religious man. We held a family service every morning after breakfast when he read a chapter from the Bible and said a short prayer. One time, John Logg was visiting us. He was married to my grandmother Curtis's cousin, Mary Rowland. After breakfast, my father read a chapter in the Bible and asked John Logg to pray. The prayer was very critical of my father's habit of smoking a pipe. After the prayer was ended, nothing was said but my father lighted his pipe and smoked as usual.

Another time, my father was coming out of the church after prayer meeting when Jabel Robinson came along and saw him take out his pipe and light it. Jabel later told my father that he, Jabel, saw my father take the devil by the tail and put him in his mouth. Jabel did not smoke or swear or drink and he expected others to do the same.

Smoke's Corners was named after a Mr. Smoke who owned the farm on the northwest corner. He fought in the 1812-1814 War. There was a rumor that a post office was going to be located at Smoke's Corners so the name was changed to Middlemarch. It is said that Hattie Robinson was responsible for the name. It was taken from a popular book by that name by George Eliot. Mr. Tom Hatherley, the wagon-maker on the southeast corner became the first post master.

Mr. Thomas Hatherley was an Englishman. He and his wife and their son Jack came to Middlemarch about 1873 and bought the blacksmith shop from George Jones. A wagon shop was built on the southeast corner of the lot and a house east of the shop. Mr. Hatherley was a good wagon maker and much respected. About 1892, coming home from St. Thomas in a one horse democrat, he gave two men who were walking a ride. It was said that he was thrown out of the democrat when it struck a rut. He landed on his head and his neck was broken. He claimed that someone struck him on the back of his neck, but the men who were riding with him insisted that he fell out. He was paralyzed from his neck to the rest of his body, and lived only a few days. A post mortem was done by Dr. Gustin, and I had the opportunity to watch it, being a medical student at that time.

This blacksmith shop was a sort of social centre for the community. Farmers getting their horses shod or having repair work done on some article on the farm, usually waited in the blacksmith shop while the work was being done. This was an opportunity to discuss the weather and interesting affairs of the neighbourhood.

There were several young men in their late teens who enjoyed playing pranks on the neighbourhood. One morning, a wagon was found on top of a stack of oats on Mr. Tom Clear's farm just west of us and part of a wagon hung on a tree on our place. There was an old frame house south of Middlemarch, inhabited by a man who peddled fish. One could smell the place when the wind was southeast. One weekend, the fisherman left on a visit and the same boys put the fish wagon on top of his house. When he came back, he said that he would have the boys arrested if they did not take the wagon down. The boys got up on the roof and tied a rope to the greasy axle and threw the other end to the fisherman and told him to hold the rope and they would push the wagon off on the other side. The wagon crashed on that side and the empty rope came back in the fisherman's hands. He went away and never came back.

To come back to school days, after Hattie Robinson, who was a very capable teacher, came a Mr. Carmichael, followed by Mr. Cloes and then Sandy McKillop. The latter boarded at the home of Misses Josephine and Sally Wardle. He was a good teacher and popular with the students. Later, he became a popular doctor at Dutton. Then came Mr. Chambers, Mr. Smith, Mr. Inglesby and then Eliza Potticary, who was also a very capable teacher. Her father was a graduate of Oxford University in England. One afternoon, when the bell was rung after recess for returning to class, I was stumped by two other boys to run up to Futcher's Hill instead of going into the school. We knew we would get whipped but it was agreed among ourselves that we would not cry. We received the whipping and we did not cry, but it hurt.

Miss Potticary married Storey Backus shortly after. Later she and her husband came to St. Thomas to live. She called on me at my office on Talbot St. and we had a great talk on school days. She remembered the thrashing she gave me. We became great friends. She developed a serious disease and I sent her to Toronto where her son, Harold, was living. She later died there.

Her sister Ellen followed her at S.S. No.14 and after her, William Ellison, who was a popular teacher. One day, one of the boys had a squirrel's tail and dared me to pin it on the teacher's coat-tail. When I did so, the pupils all began to laugh. The teacher soon found out what they were laughing at and seemed to know that I was the guilty one, for which I received a good shaking.

Dr. James D. Curtis

The school building was built on a corner of the Sutton farm. The Sutton home was about forty rods from the road. It was on a small hill and surrounded by an apple orchard. In the fall, the apples were stored in large pits. There was an opening or door to the pits. One day, we heard that one of the pits was opened and of course, we were hungry for apples, although we had plenty at home, but stolen fruit is better. We raided the pits and about ten or twelve of us got all we could carry. Soon after, the bell rang and when we were in our seats in the school, in walked Miss Sutton. She informed us that her father was going to have us all arrested and put in jail. For many days after, if a stranger came to our house, I hid in the barn. Mr. Sutton, who was a kind man and thought boys would be boys, forgave us.

I was promoted to the Fourth Book when I was twelve and should have gone up to try for the entrance to High School but was kept home in the spring and autumn to help with the work on the farm. Some of us decided that grammar and literature were not necessary for farming and were allowed by the teacher to drop them from our studies.

In the year 1883, when I was about fifteen, my father broke his leg and I had to stay out of school that fall and winter to look after the livestock and other things. The following spring, I suddenly felt that I had a very poor education. Accordingly, I took down my old school books and began to study in my spare time. I even took a book with me when I was working in the field and when I stopped to rest the horses, I would take out my book and study.

In the fall, I went back to school for four weeks and wrote on the entrance examinations and failed. Mr. Chambers was the teacher at the time. After the Christmas holidays, my mother insisted that I go back to school and try the entrance again. Miss Laura McLean was the teacher then. She was good looking with reddish hair and a nice friendly manner. There were three of us trying for the entrance in June, Frank Robinson, Hattie's brother; Will Welter and myself. For some reason, the three of us were put together. Frank was a great fellow to disturb the whole school with his jokes, though I admit we all enjoyed the fun. After a few weeks, Miss McLean asked the three of us to remain after four. I think we were rather sweet on her and wondered what she had in mind. After the other pupils had gone, she came down to where we were sitting and told us that if we continued to misbehave ourselves, she would have the three of us dismissed. Needless to say, we were shocked and gave her no more trouble.

At the end of June, we wrote the Entrance examination in St. Thomas. I passed and was second from the top. The other two failed. Frank was sent to the Central School in St. Thomas, where Mr. N. M. Campbell, a famous teacher, was the principal and passed the next year. Will stayed at home. I have often thought that if he had gone to the Central School also, his future might have been different.

Indian Villages

In my book *Ghosts of Elgin's Past*, I brought to your attention the fact that there were villages established in Elgin and neighbouring counties by the Attiwandorn or Neutral Indians during the seventeenth century. Most of the large villages were fortified while others took advantage of the natural surroundings, such as those on the Westminster and Sparta Ridge and along the Otter Creek in Bayham Township. Most of the fortifications were needed on or near the old Indian trails and watersheds.

The Attiwandorns were named the Neutrals by the French, while the Iroquois or Five Nations were named the Kahkwas. In the constant wars against the Wyndots or Hurons of Georgian Bay by the Five Nations, the Attiwandorns remained strictly neutral, thus resulting in their name. The Neutrals numbered fourteen thousand and possessed forty villages, with the remains of seven or eight being found in Elgin and Middlesex Counties. This, at least, was the conclusion drawn many years ago, but my own research has revealed at least twelve sites in Elgin County and I know there are more to be found. We have on record three single- and double-walled village sites. This is my list of village and camp sites:

Sparta Ridge—	at least two sites
St. Thomas—	three sites
Middlemarch—	two sites
Southwold—	at least two sites
New Sarum—	one site
Springwater—	at least two sites
Mapleton—	one site
Westminster Ridge (Ski Club site near Byron)—	at least one site
Springer's Hill (on the Pressey farm, Bayham Township)—	one site

I have listed fifteen sites because some were temporary, lasting until the game gave out.

The Neutrals waged fierce wars against some Algonkian tribes in Illinois and treated their prisoners with unequalled cruelty, torturing some women, whom other Iroquoian tribes nearby always spared and adopted into their families. The Neutrals also had the strange custom, unknown elsewhere in Canada, of killing every animal they encountered whether or not they needed it for food, lest it would carry a warning to other animals and keep them away when food was needed. (I noticed in the refuse sites at these settlements the large amount of shattered bones.)

The Neutrals were good farmers as well as hunters, raising corn, beans, and squash. The Hurons were likewise good farmers, and when the land became exhausted, they moved their villages every five, ten, fifteen, or twenty years to new locations one to three leagues away. A fortified village was found at Clearville in Kent County. There is some evidence of a village at the present site of Ridgetown on the Indian Ridge. This was observed by a surveyor named McNiff as he travelled down the ridge from Sandwich in 1790. He recalled that there were remains of bark lodges and evidence that at one time the north shore of Lake Erie had been densely populated.

The Indians' living conditions during adverse weather were austere. The life expectancy was thirty years. Many died from the effects of rheumatism, arthritis, pneumonia, sexual diseases and starvation. The conditions in a longhouse were extremely severe because of the filth, the choking fumes of open wood fires and the draughtiness and dampness of such lodgings. In 1979 four young men planned to spend some time during the winter in a longhouse at Ska-nah-doht (now the Longwood Conservation Park) east of Delaware, Ontario. They entered the longhouse on a

bitterly cold and windy day, January 3, 1979, with the following equipment: naptha gas stoves, food, sleeping bags, axes, hatchets, chain saw, thermometer, and a device to measure the wood ash. When the first of four hearth fires was started, the temperature of the longhouse was -12°F. In three hours the temperature rose to -5°F. The dense smoke and swirling wood ash that filled the longhouse seared their eyes and made them cough. David Smith and Robert Pearce donned goggles. At times they could not see the ends of the longhouse. The Jesuits had recorded that they suffered eye and breathing problems and that as many as thirty-five Indians and their dogs lived in a longhouse. The four men lasted one day before ending their experiment because of increasing congestion of the lungs, nausea, and bloodshot eyes.

The Neutrals' last great Sagamore or Grand Sachem (Chief) was Souharissen. He could, when necessary, put as many as four thousand braves on the warpath. History tells us that his principal village or capital was in the centre of his domain, and as the extensive earthworks at Southwold Earthworks bear all the indications of the remains of a palisaded Indian village of considerable strength, there is no longer any doubt that this was one of Souharissen's strongholds.

The Jesuits, who discovered and attempted to convert this nation in 1626 and again in 1640, gave it the name St. Alexis. This is recorded in the chronicles of Fathers De Laroche and Sagard, and is marked on a map by Sanson, dated 1656. St. Alexis (or the Southwold Earthworks, located north of Burwell's Corners) was an immense fortified village with double palisaded walls mounted on twin paralleled mounds of earth and an entrance in the southern section. Some have claimed that there was also an entrance in the northern portion of the village; this I cannot accept because it would defeat the original plan of defence. What some people in the past have considered to be an entrance may well have been the effects of dragging logs by our early forefathers. The walls of earth are on average three feet high and spaced about twenty-three and half to forty-four feet apart. The earthworks is 390 feet long and 330 feet wide. A small stream at one time threaded its way between the western walls, draining a swampy section of ground to the southeast. Many trees were felled within the enclosure and logs dragged across the walls, thus destroying portions of the earthen walls.

As a student, I spent many afternoons watching and talking with Professor W.J. Wintenburg, who was an assistant archaeologist at the National Museum of Canada in 1935. He had a group of people helping him excavate the site of St. Alexis. Unfortunately Wintenburg died the following year, leaving his findings incomplete.

We must honour the late Dr. James H. Coyne and the backing he received from the Elgin Historical Society in his ten-year fight to preserve this site and have it recognized as a national park. Before the work of Dr. Coyne, men such as Dr. David Boyle and A.W. Campbell, C.E., Deputy Minister of Railways for Canada were interested in Indian archeology and thanks to them, certain sites were noted.

Some four or five miles across the bottom lands upon the farther slopes of the Thames River and towards the present site of Hyde Park, was S'kanedadoh, a fortified village of considerable size consisting of numerous longhouses and bark wigwams within palisaded walls. The name S'kanedadoh means "Beside the Pines." The village was led by Chief Kishe-Go-We-Ne-Ne, which means "The Lone Tree." It is recorded that he took an Oneida maiden to be his wife.

In 1892, an earthworks (the Ondiga Middlemarch Earthworks) was discovered south of Middlemarch on a high plateau surrounded on three sides by a swampy ravine, through which runs Mill Creek before it empties into Kettle Creek near Fulton's Bridge. On examining the site, it was discovered that the oval-shaped embankment covered three acres and that it measured at all points about eight feet across the top, having an outer trench three feet deep. The embankments or earthen walls were mounted by palisaded walls of logs while in the trench there was a row of smaller logs.

The outer logs of the palisaded walls inclined towards each other. They supported cross timbers about three feet from the ground that formed a wide passage or gallery at the top. The gallery was reached from inside the fort by rude ladders. From the gallery, the defenders could discharge arrows, hurl stones, and pour hot water upon their assailants. Two large boulders were discovered, 450 feet south of the earthworks. These had been used as grinding and sharpening devices. One of the stones was moved and is now located at the rear of the Elgin Pioneer Museum in St. Thomas. The discovery of artifacts on the site of the old Campbell and Munro farm was first reported by the late James Campbell. The site was examined by W.F. Waterbury, J. Curtis, and a Mr. Olmstead in 1912. At the time, the land was owned by D. Campbell.

After the Iroquois destroyed the Neutral Nation in 1649 and 1651, only a few shattered remnants escaped into the forest. From that date this ill-fated nation has been lost to history. All that attests to their former existence are the meagre remains of a few stockaded villages, and stone and bone artifacts turned up by the farmer's plough.

Miscellany

At one time, during the winter months, a tall man dressed in a shaggy buffalo coat walked the streets of St. Thomas. This silent and strange man lived in the Grand Central Hotel and during his stay surrounded himself with books. He was a book lover and read many a tome. During the seasons of good weather, he would retreat to his farm (next to the Tufford farm west of Middlemarch) on the Mill Road, just north of the Fingal Road (Elgin County No. 16), where he lived in a book-lined haven. He was a wealthy bachelor who did some farming on the side. The man was Andrew Miller, who inherited the farm and other property from his father, Andrew Miller, Sr., the son of Peter Miller. Peter Miller was a veteran of the War of 1812 and had received a large grant of land for his war services. When Andrew Sr. died, Andrew took over the farm and looked after his mother until she died. Her death was a great blow to Andrew, for she had been his tutor when he was a small boy. He never got over her death and so immersed himself in books. In addition to farming, he raised and trained trotting horses and took part in all the country fairs. Old timers recalled him exercising his horses along the Fingal Road. He became reeve of Southwold in 1916-17 and was a member of county council. According to Vermont Pow, Miller in his later days became depressed and complained about the property taxes on his land. He stopped farming and leased out his fields. He then became a recluse, spending his winter months in St. Thomas and the rest of the year at his farm house. This routine was accepted as normal until he disappeared in 1935. For many years the local people thought that he had taken up residence in the Maritimes, but this shy, silent gentleman found refuge in Knowlton, Quebec, where he died on July 24, 1953. To Andrew Miller, the old home was a constant reminder of the happy days he spent with his father and mother. After he disappeared vandals broke into the farmhouse and stole many of the antiques.

In January 1820, a son, Charles, was born to Leonard Freeman in a little log shanty on Lot 42 on the south side of the Talbot Road (now Elgin County Road No. 16) on top of the Fingal Hill. He was the first cousin of Asahel Lewis, the founder and editor of the St. Thomas *Liberal*. When Charles Freeman played around Middlemarch, he was considered just an average boy, only a little undersized. He was nicknamed "Banty" and so he remained until his teens, when he started to grow. By the age of seventeen, he was six feet tall and weighed two hundred pounds. He had very little schooling and had to go to work in his teens as a mill-hand in the sawmill at Jamestown, as well as his brother John's sawmill south of Aylmer. He continued to grow and by twenty he was six feet, ten and half inches tall and weighed 325 pounds. He became noted for his strength and on one occasion he lifted a wagon weighing 3,266 pounds. He once threw a trussed horse ten feet.

Charles Freeman became interested in fistic sports and would take on all challengers. The champion of England, Ben Caunt, heard of him and came to St. Thomas. A ring was set up on the

valley flats (Spohn's Flats) west of the site of the present Elgin County Courthouse for the duel, which was attended by a large crowd. After this performance, an English promoter decided to take Freeman under his wing and train him in England. Before leaving for England, Charles visited his uncle Joel Lewis in Pumptown, south of Orwell, and left a pair of boots there. They were size fourteen, and became part of Joel's curios collection. After Joel's death the boots were stolen. Charles Freeman never returned home.

At the time the world's champion fistic fighter was Bill Perry, who was known as the "Tipton Slasher." He issued a challenge to Freeman, who accepted. In two matches they fought to exhaustion only to go back at it for a third time on the third week. This time Freeman defeated the Slasher in the 78th round because of a foul. Freeman thus became champion of the world in 1843. But he could not adjust to fast living. He developed consumption and died in hospital at Winchester on October 18, 1845, at the age of twenty-five. Years ago the boxing magazine *The Ring* claimed that the first heavyweight champion of the world was born in America. I answered that they were all wrong and received a nasty denial. I wrote to England as to the location of his grave and found that he was buried in Stranger's Ground.

Notes

1. *The Canada Lancet and Practitioner*, August 1931.

MOUNT SALEM

Hamburg, Louisville

Mount Salem is located at the junction of Elgin County Roads No. 40 and 45 in Malahide Township. This small corner settlement was known by various names until 1868 when the post office was set up on the corners and a name had to be given to the settlement. Because there already was a Louisville and a Hamburg elsewhere, an original name was chosen. Mount Salem was a stop on the old stage road from Aylmer to Grovesend, and it was considered an important centre of agricultural development. At its peak this small hamlet had two hotels, two general stores, a blacksmith shop, a cooper's shop, a wagonmaker's shop, a tailor's shop, a cabinet shop, a church, a school, and three shoemakers' shops. One of the hotels was located on the northwest corner while the other hotel was located on the northeast corner. The latter served both as a hotel and a store. Both were victims of fire. The Mansion House that stood on the northwest corner was destroyed by fire in 1897 and was rebuilt the same year. It was later known as Parker's Hotel. Some of the proprietors were Theodore Reavely, Peter Hunter, and Mrs. H. Peart. The last remaining hotel was torn down after the Second World War. The first church, a Methodist church, was erected on land donated by John Farthing in 1868. It was located west of the corners on the north side of the road. It became too small and was replaced by a brick ediface north of the corners on the east side of the road on land donated by Peter E. Hunt in 1886. The church was erected in 1887. Services were held in the Methodist church (United church) until 1957 when the four congregations then comprising the Malahide charge became one with Dunboyne. The Sunday school was carried on until 1964 and then the church was sold and dismantled to make room for a dwelling.

Mount Salem, 1946

The early business section was as follows:

Farthings, W.R.	General merchant
Grap, I.C.	Hotel proprietor
Guihart, C.I.	Tailor
Hilliker, George	Blacksmith
Hodgkinson, John P.	Cooper
Hosner, I.	Shoemaker
Rockey, Emanuel	Wagonmaker
Smades, George	Postmaster
Smith, W.H.	Cabinetmaker
Ward, W.	Shoemaker
Williams, W.	Shoemaker

Population: 150.

At one time, across from the old United church, there stood an old meeting hall. It was the gathering place of many organizations but it, like the school (which was erected in 1888), had to give way to progress. A modern school building was built to replace the old school. Eventually it too fell into disuse and was sold. It became the Evangelical Mennonite church in 1978. During the Great Depression, the scarcity of hard cash was met by the barter system. In some cases a bundle of cedar shingles equalled $1.00. Some of the early shingles were produced by people using a portable mill. Morris O'Brien was the principal shinglemaker in 1907. Mount Salem had a sawmill until 1976. It was founded by Roy Manary in 1922 south of the corners. In 1976 it was destroyed by fire, putting four men out of work. Manary, who was seventy-one years of age at the time, felt lost. John and Lee McEwen offered him the temporary use of their mill but Manary's age was against him. The mill's products were shipped, for many years, to the United States and Germany.

Mount Salem's business section in 1907 consisted of:

Garner, Werner	General store, *northeast corner*
Hilliker, Mrs. A.	Postmistress
Hilliker & Howell	General store, *southwest corner*
O'Brien, Morris	Shingle mill
Learn, E.V.	Cider mill
Lobb, Fred	Blacksmith and farmer
Pearts, Mrs. H.	Hotel proprietor, *northwest corner*

Before this, Sewell Boyd, who came to the area in 1868, was the first blacksmith and W.H. Smith was one of the early merchants. The only general store in Mount Salem is now operated by Rick and Barb Smith. They took over the store in December 1977.

The quiet of the district was shattered on the 12th of October, 1942. "The Mount Salem Massacre" occurred on the farm of Fred Lobb on the third concession of Malahide Township. This affair started over the sale of a cow belonging to Fred Lobb by Lobb's adopted son, Herbert Wade, for $50. The sale threw Lobb into a rage and he stabbed Herbert in the chest. He tried to stab his son a second time but instead stabbed his wife, Alice, in the hand when she tried to protect her son. Herbert managed to break free, stagger down the farm lane and up the road to the Hawley farm. Hawley called the police and a doctor. Corporal Frank Kelly and Constable Marsland of the provincial police arrived at the Hawley farm and watched the Lobb farm from across the road. While they were doing so, a car bearing Raymond Chute, Wallace Brackenbury, and Royden Cathers came down the road, turned into the Lobb farm lane, and pulled to a stop at the farmhouse. Two men got out and went around to the front of the car. Lobb thought it was the police and fired point-blank at the men without giving them a chance to identify themselves. In the glow of the headlights, the police saw two men stagger and fall to the ground.

They were Raymond Chute and Wallace Brackenbury. Raymond Chute was hit in the chest while Wallace Brackenbury was hit in the side. The police called London and St. Thomas for reinforcements. The farm was surrounded and placed under close surveillance until midnight, when Mrs. Lobb came out of the house, sneaked through the orchard and informed the police that her husband had left the house at 8:45 p.m. The terrified woman then stated that she would have left the house earlier but she was afraid that her husband was lurking outside and would shoot her. The search then turned to the barns some three hundred feet from the house. Corporal Kelly, Inspector C.A. Jordan, and Sergeant Bob Witts walked cautiously towards the north end of the barn and blacksmith shop. Lobb fired again. The first blast tore past Corporal Kelly's pant leg while the second went through the top and heavy visor of Sergeant Witts's service cap, wounding him in the hands and face. Two of the pellets pierced the top rim of Corporal Kelly's cap. The police drew closer and pumped bullets into the building with Constable Ben Milligan operating a sub-machine gun from the west side of the building. At 1:30 a.m., a dull explosion, followed by silence, was heard inside the building. Two police officers climbed the mow into the barn and found Fred Lobb slumped over in the hay, dead. He had shot himself by placing the muzzle of the shotgun against his stomach and pressing the trigger with a notched stick. He had also cut a gun port in the side of the building with his knife. The six-hour drama resulted in the death of Fred Lobb, aged sixty-eight; Raymond Chute, son of Elgin Chute, aged twenty-two; and Herbert Wade, aged forty-one, who died on October 26, 1942.

One of the most interesting men to walk the streets and roads of Mount Salem was Lloyd Graves, a runaway slave who escaped and sought freedom in Canada. He was born in Kentucky in 1824. By chance he and his no-account friend, George, overheard his master and a slave-buyer talking over some plans to sell them. They decided to flee the country. They secured some horses and undertook a long and perilous journey via the "underground railway" to Canada. This involved travelling at night and sleeping in barns and attics during the day, until they got to Cleveland, Ohio, where they took a boat and crossed Lake Erie to land at Port Stanley. Here they encountered something that frightened them. This is Graves's story as it appeared in the *St. Thomas Times-Journal.*

"I sure that the man were to nab us, and take us back, so I was awfully scairt, and I tole George we would get offen and lie down where the man could not see us, but when we had to get off he cum to speak to us, so I grabbed my gun, which I had toted all the way from Kentucky, and I says, "No you don't, we ain't goin back if I have to shoot for it," and then the man grabbed my arm and knocked the gun out of my hand, so I couldn't shoot him, then I broke away and started to run, but some men stopped me, else I be running yet, and tole me no one could take us back and that the man wanted to speak to us kindly-like, cause he suspicioned we was runaway slaves, so I went back and the man said his name was George Penwarden, and he wanted to speak to us and ask us some questions, so we talked erswhile before we cum to St. Thomas. Me and Mr. Penwarden had lots of talks after he ask us to tell how I tried to kill him and laffed over the way I ran off, leaving me old gun and George behind."

After this incident, Graves got a job as a driver for Lindop's Grocery in St. Thomas, a job he held for five years. While he was in St. Thomas, his old slavemaster came and begged him to return but Lloyd refused and stayed in Canada along with his friend, George. Later he moved to Mount Salem, where he and his wife took up market gardening. Graves died in 1928 at the age of 104. The above is from an interview he gave in 1924.

Thirty years after they were married, Lloyd and Amanda Graves settled in Mount Salem. They had been married by Reverend J.F. Fairchild at Luton on August 19, 1868. They took up market gardening and built a frame house near the old Mansion House. This became the home for their twelve children: Oliver, Ernest, George William, Walter, William, Emma, Hattie, Etta, Martha Jane, Frank, Bertha, and Norman. The last of the children, Norman, died in 1978. Aman-

Mr. and Mrs. Lloyd Graves in front of their home in Mount Salem

da Graves was Lloyd's second wife. Before her marriage she lived with her mother, Annie Irons on Walnut Street in St. Thomas. She was one of twelve children of Reverend Samuel Irons. He was pastor of the little church at the foot of the Talbot Street hill. Reverend Irons and his friend, John Steele, were slaves who fled the South and came to Canada, where Irons met and married Annie Leonard. They built a log cabin near or on the Doan land west of St. Thomas. He was born in Baltimore, Maryland, in 1838. When he first came to this area, he lived in the River Road district. He and his wife and family moved into St. Thomas later on. The latter location became the home of his twelve children: Amanda, John, Samuel, George, James, Annie, Daniel, Mary, Elizabeth, Charlotte, and Caroline. (I cannot recall the name of the twelfth child.) When Samuel Irons lived in the River Road area, he had for neighbours the Negro George Thomas and his wife, and Lloyd Graves. I will write more about George Thomas later on. When Lloyd Graves first settled down he lived in a log cabin on the River Road with his first wife, Mary Irons. She died at the age of twenty-eight.

MUSKOKA

This is a little-known part of Elgin County, a section tucked into the northwest corner of the Township of Southwold. It is almost encircled by the Thames River. James Plain, Sr., was the first settler. He was later joined by Moses Ibbitson and Alex Cobban. After Plain settled in 1870, he obtained land for his three sons—James Jr., Robert, and John—on the fourth concession. James Plain, Jr., was on the east half of Lot 8, while Robert and John were on Lot 7. This is located south of Magdala. Plain's other children, including six daughters, became part of the fabric of the early pioneer community. This area was slow in settlement and for a long time there were but three families. Nevertheless a road was blazed and for many years it was known as the Rough Road or Muskoka Road. The latter name came into being because the area reminded one settler of the Muskoka region. A church was built in 1881 and was in use for many years. It became part of the Iona circuit until 1888 and then was dropped. After that it was practically on its own. The little church became known as the Free Methodist Church. It is still used by religious groups as a meeting hall. The parsonage, which in later years became a residence, was destroyed by fire in 1978. A frame school was erected on Rough Road in 1878 and became known as S.S. No. 21. The first teacher was Dougald Decow, who taught at the school for a number of years until his patience gave out because of the unruly nature of the male students. He was replaced by female teachers, who through their charm were able to control the pupils. This schoolhouse was destroyed by fire in 1900 but was rebuilt immediately. It was used until 1965. The pupils then had to attend S.S. No. 3 and S.S. No. 17 until they too were closed in 1969. In 1872 the Great Western Railroad laid its tracks through the area, and more people started to settle there. After the Grand Trunk took over, it put in the Thames siding and a water tower. Muskoka developed a semblance of importance.

The Methodist church in Muskoka, 1972.
The ruins of the parsonage are in the foreground.

NEW GLASGOW

Port Glasgow, Airey, Aldboro, Port Furnival

Early History

While researching the history of this settlement, I came across many stories, but the ones that impressed me the most were the reminiscences of George Munro.

"During the war there were few or no additions to the settlement. In 1816 the Colonel obtained the aid of two able coadjutors-Mr. Buchanan, then British consul at New York, and Andrew McNabb, Esquire of Geneva. The venerable consul recommended the emigrants arriving at New York to settle in the Talbot Settlement, giving to many of them letters of introduction to the great pioneer, the forest father of the settlement. Mr. McNabb came to Caledonia, New York State, where many Highland friends were settled at his recommendation. Fifteen families sold their possessions there, and in the summer of 1816 settled in the unbroken wilderness of the township of Aldborough, along the blazed line of what is known now as the Talbot Road, then an ox-sleigh path, winding around standing and fallen trees, swamps and marshes. Mr. McNabb by letter recommended his father to come to Canada by the way of Quebec. In September, 1817, the Mr. McNabb and his family and two of his Highland neighbours, Peter McKellar and John McDougald, were hailed with delight by their countrymen from Caledonia. Peter McKellar, though an uneducated man, possessed great natural ability for he was by nature a mathematician, machinist and poet. His family, who, on arriving made their home in the forest, consisted of his wife and a son about two years old. Their son, Archibald, like his father, possessed a high order of intellect and became well-known in politics and became Sheriff of Wentworth."

In 1820, Peter McKellar, without training or experience and assisted by a Mr. Menzie, a miller, erected a gristmill thirty rods north of the Talbot Road on Sixteen Mile Creek. The mill was built of logs and was cold and dark. A fire was kept burning all winter, but as there was no chimney (with the fire being built on the earthen floor), the mill was always full of smoke, but this did not prevent the waterwheel from turning the millstones. After the War of 1812 the machinery of Talbot's mill lay buried in ashes until Peter McKellar approached Colonel Talbot about procuring the machinery for the erection of a gristmill on Sixteen Mile Creek. The Colonel parted with the machinery because it would give the early settlement a gristmill, the nearest one at the time being at Long Point. Some of the wooden gears that powered the mill machinery were destroyed and had to be restored by McKellar and Menzie. Meanwhile the settlers near Sixteen Mile Creek dug a raceway and erected a dam. The stream was not active all winter because the millpond was frozen, so that McKellar had to take advantage of the water power while he could, with the result that the mill operated continuously from 2:00 a.m. on Monday until 9:00 p.m. on Saturday. Sheriff McKellar, his son, said, "I have seen women come to the mill each carrying a bag of grain on her back. When the grain was ground, they carried the bags of flour home. Meanwhile their husbands were at home preparing the land for a spring crop." For providing the mill, McKellar received an additional fifty acres of land. His son claimed he never received it. The next gristmill to be erected was built twenty rods north of the McKellar mill site. It was operated by D. McIntyre. Peter McKellar was a jack-of-all-trades and in addition to his interest in milling and farming, he opened and operated a distillery on Sixteen Mile Creek. He supplied numerous taverns and inns on and off the Talbot Road. His wife Margaret outlived him and died on May 17, 1888. She was ninety-five years old. Her son Archibald married Mary Patterson and later

became the sheriff of Wentworth County. He died on September 28, 1887. After Peter McKellar settled down his brother Donald decided to come to Canada with his wife, Ellen.

Let us now carry on with the reminiscences of the late George Munro.

"Old McNabb, soon after his arrival, wrote home to his friends, concluding his letter by the very laconic expression "Come on," which monosylables caused such excitement that on the 27th of July, 1818, they sailed from Tobermorie, Island of Mull, on the ship *Mars* of Port Glasgow with about three hundred passengers and arrived at Pictou on the 10th of September, and at Quebec on the 20th. Thirty-six families of the *Mars'* passengers, among them my father and family, landed on the 16th of October in the wilderness at the mouth of a creek in Aldborough called the Sixteen Mile Creek, it being sixteen miles west of Port Talbot, which was then considered by the pioneers the Eden of Canada, and the starting point of civilization. All were joyfully received by Mr. McNabb and his neighbours. In September 1819 from Argyleshire landed upwards of thirty-five families who were located near their friends and countrymen. In September 1820, from the same shire, and at the same place, landed twenty-five families more, a few only remaining in Aldborough, the rest continuing their way through the forest to the wilderness of the townships of Lobo and Caradoc, then but recently surveyed. Alexander McNabb, who died in 1830, and his wife, Mary, who died in 1829, must have been thrilled by the arrival of every Scottish family."

In November 1818, four able-bodied men went in a small boat to Long Point to get flour that was to be divided among the settlers. At that time there were about fifty-four families, thirty-six of whom raised nothing as they had only just arrived. The families who came in 1816 and 1817 raised hardly enough corn and potatoes for their own provisions, but notwithstanding, they held all they possessed in common with their newly-arrived neighbours. The men who went to Long Point returned after four weeks. By that time all the food had been consumed except for some turnips, upon which the settlers subsisted for nearly ten days, along with chestnuts. The boat had been smashed to pieces in a gale. With great difficulty the men salvaged half the cargo, which they piled on the beach. That winter there was no snow so that sleighs could not be used. All the young men formed a party to bring back the flour on their backs and distribute it among the settlers. Another party with hand-sleighs went to Long Point along the lake ice to get flour for the summer.

In the last two weeks of September 1819, there were fourteen adult funerals among the fifty-four families in Aldborough. Few of the living were able to leave their beds to attend the funerals. The closest doctors were at Long Point and Sandwich. This situation proved that the fairer sex is indeed a lot more endurable than the male sex. There were several cases where the wife saved the family. A story is told of Finlay MacDairmid, who at harvest time fell ill with the ague and could not harvest an acre and a half of wheat for his winter's bread. He did not have a sickle to cut the wheat and when he was confined to his bed, his good wife went out and cut the wheat with a butcher knife. She then threshed the grain and ground it in a handmill to feed her two small children and her husband. Mrs. MacDairmid died in 1878; she was almost ninety-eight years of age. Another example of women's strength occurred in the spring of 1819 when Gregor McGregor became sick with the ague after having finished planting corn and potatoes. Mrs. McGregor, following instructions from her husband, fenced in the field, splitting rails and carrying them on her back. McGregor, between bouts of fever, told her where to drive the wedges. On top of all this, she looked after the needs of her family. In many cases men fell sick and died, leaving their wives and families to fend for themselves until they became discouraged and moved away. It seems that the years of 1819 and 1820 were very unhealthy years.

In 1816, Captain Archibald Gillies and his family settled on Lot 1 on the Talbot Road in Aldborough Township. At the time the road was a mere blazed trail through the woods. He was

joined later by Alexander Forbes and Neil Haggart. All three families emigrated from Scotland and settled in Caledonia, New York, before moving to Aldborough. According to the assessment roll of 1820, Captain Gillies was considered a prosperous farmer for he had twenty acres of cleared land, two oxen and two cows, while Neil Haggart had twelve acres of cleared land, two oxen and four cows. Colin Gillies had only two horses. The Haggarts later moved to Harwich Township. The settlers who emigrated from Scotland and other parts of the "Auld Sod" heard of the generosity of Colonel Talbot and so instead of settling near Rondeau, headed for Port Talbot and were granted land in the Ox Creek vicinity (now New Glasgow). Neil Haggart, Captain Gillies and Alexander Forbes did not receive their deeds immediately after they fulfilled their settlement duties. It was because the Colonel took a strong dislike to anyone who left the "Auld Sod", settled in the United States, then moved to Canada to take advantage of land giveaways. To discourage these opportunists, he imposed strict settlement duties. After these were fulfilled, those in question still had no deeds to their land and petitioned the King. The Colonel made note of those who sent the petition and never forgave them. Neil Haggart, who settled on Lot 3, Concession 13 of Aldborough, received his deed in June 1823. Captain Gillies received his deed in November 1824. Alexander Forbes did not receive his until years later. These people were instrumental in introducing horses to Aldborough Township, with Haggart and Forbes bringing in the first horses. Alexander McNabb invested heavily in horses from the United States, but unfortunately the feed was scarce, what was available was very expensive, and he lost everything. As if that was not enough, he lost his wife through illness in 1829. After this McNabb became a wanderer. In 1830 he was found dead in the eastern part of Elgin County. It is believed that he died of exposure. His body was placed in the quiet earth of Ford's Cemetery.

Donald Currie came in 1831. Being an educated man, he held classes at various houses until a school was erected in 1832. The school was also used as a post office, with Currie as the first postmaster. When Airey became a postal village, the first meetings and the first courts were held there. The early postal delivery was operated by a man named Baldwin who lived in Clearsville. He picked up mail in St. Thomas and delivered it at Morpeth, Wallacetown, Eagle, Airey and Port Talbot. The mail route usually took two days to complete.

Colonel Talbot at first was reluctant to give land to people like Gillies, Haggart, Forbes, and many others who came in 1816, but after some consideration he granted each family fifty acres on the condition that each settler would have to clear and sow ten acres of land, work twenty days on the road, and build a dwelling, all in three years. With the above agreement in mind, the settlers landed at the foot of Nelly's Hill from the schooner *Mars* in the fall of 1819 with thirty-six families. In this group were such names as Munro, McIntyre, Dugald Campbell, Duncan McCallum, Thomas McColl, Duncan McKillop, and Alexander Grey. Nelly's Hill was considered the Plymouth Rock of Upper Canada; the Gaelic word was Cnoc Nealliadh. Many years ago the hill was removed by bulldozers. This port was first named Port Furnival by the ancestors of Mrs. Alexander McCormick of Shedden and James Campbell of Fingal. The road running north of the port became known as the Furnival Road. In 1819 and 1820 other families came to the settlement, but by this time Colonel Talbot cancelled many of the privileges to the settlers of Port Furnival, and so the new settlers carried on northward into the wilderness.

Businesses

A small community came into being at Port Furnival. It consisted of a hotel that became known as the Royal George, McFarlane's general store, a shoemaker's shop, a cabinetmaker's shop, and a blacksmith shop. The general store was built by Archibald McFarlane in 1829 and was located on the bank overlooking the dock. The first hotel was erected beside the store. The dock was built by George Henry in 1858; he became the first president of the Aldborough Agricultural Society. Archibald McFarlane became very prosperous, for by the following year he shipped to Montreal six thousand bushels of wheat, 120 barrels of pork, three hundred raw deer skins, one thousand pounds of dressed deer skins, two hundred raccoon skins and fifty bushels of

flax. This was the first shipment sent out from the port. Before the opening of the store, the nearest store was located at Kettle Creek Crossing (St. Thomas). It was operated by Hamilton and Warren. The hamlet of Airey did not come into being until the land located at the crossing point of the Talbot Road and the Furnival Road was surveyed into village lots by Lord Airey (Sir Richard Airey). It consisted of Lots 6 and 7. The date of the survey was 1850.

New Glasgow's business section in 1865 was as follows:

Braton, Alexander	Shoemaker
Carpenter, L.	General store and post office
Kirkpatrick, Samuel	Township clerk
MacDairmid, Finlay, Sr.	Clerk of 5th Division Court
McDougall, A.R.	Justice of the Peace
Bolden, John	Shoemaker
Campbell, John	Wagonmaker
Lamont, Dugald	Blacksmith
Livingston, John	Hotel proprietor
McDougall, Malcom	Bailiff
McIntyre, D. and D.H.	Saw and gristmill
Munro, George	Justice of the Peace

In 1872, there were the following:

Bolden, John	Shoemaker
Beaton, Alexander	Shoemaker
Currie, Reverend Peter	Presbyterian minister
Kirkpatrick, Samuel	Township clerk
MacDiarmid, Finlay Sr.	Collector of customs and clerk of Division Court
McGugan, Donald	Township treasurer
Timewell, James	Commercial Hotel, located on the southeastern corner.
Hunter, John	Blacksmith

West of the hamlet in the valley John McLean operated a saw and gristmill. Before he took it over, it was operated by his wife's father, Mr. McKinlay.

By the twentieth century, there were fewer businesses. In 1906, there were three:

Lyons, John	Sawmill
McIntyre, D.H.	Postmaster
Wheland, A.	Brick and tile manufacturer

During the 1940s, there were only two:

Little, Ivan	Garage
Kirkpatrick,	Service station and motel

Old Samuel Kirkpatrick, native of Dumfries, Scotland, came to Canada in his thirtieth year (1844) and settled in Aldborough. An educated man, he became the township clerk, a post he held for thirty years. He married Euphemia (Effie) McGugan and had two daughters and four sons. One of the daughters became Mary Campbell while the other, Henrietta Agnes, became a teacher and never married. She died in her thirty-fifth year in 1894. The eldest son, Thomas William Kirkpatrick, became a merchant in New Glasgow and Rodney, and warden of Elgin County in 1870. His general store was located on the northwest corner of the crossroads next to the town hall. Just north of the store was the fairground. One son, John Duncan Kirkpatrick, became a medical doctor in the United States; he died in 1947. Daniel, another son, settled in West Lorne, and Samuel, Jr., remained in New Glasgow all his life and died in 1933. Before

View of New Glasgow showing the restaurant, 1982.
The only other business is Bill's Marine.

Samuel Kirkpatrick became postmaster of Airey (New Glasgow), the post office was operated by Ewen McKinlay from his store until death called him in 1845 at the age of forty-nine. Margaret McKinlay followed him in 1857.

Schools and Churches

The first school in Aldborough Township was located east of Airey (New Glasgow) on Lot 7 in 1818. It was built by Malcom Robinson and served as a dwelling, blacksmith shop, and school. The first school in School Section No. 2 was in the old Munroe homestead in 1820 and was taught, for a year, by George Munroe. As the number of pupils increased, Munroe taught in a school on the farm of John McKeillor. The school was located on Middle Street and was described as cold, dark and dismal with only two windows of six panes each, each pane measuring 7" x 9". Ten bushels of wheat was the fee. A quire of paper and a speller each cost a bushel of wheat. The second school was located on Lot 4, Concession 13. It was made mostly of clay or mud and timber, and was in use until the teacher, D. Buchanan, invited all his pupils to get drunk, during which time they dismantled the school. The mud school was replaced by a log school with a clapboard roof. The chimney was constructed of mud and sticks, and often caught fire. The next school was a short distance from the Killfinlay Cemetery. Here John MacDairmid, brother of Finlay MacDairmid, taught for a short time. A private school was started by Catherine MacDairmid near the hotel at Port Furnival. She later married a Mr. MacQueen. The next school was built on McBride's Corners on the Furnival Road north of Airey. As New Glasgow grew, the people demanded that a school be located therein and so one was erected south of the Presbyterian church. It was replaced by a frame school a mile north of that site; its records go back to 1892. It was closed in the 1960s.

In 1828 Reverend Alexander Ross was sent from Scotland to become the first Presbyterian missionary in western Ontario. The first church services held at Airey were in the home of Neil Haggart. In 1835 the first church was erected on James McKinley's land, Lot 4, Concession 12, by the congregation, and as money was scarce, all settlers took part in the construction. When the frame was in place, Reverend Ross was asked to drive in the first wooden pin. He refused on the grounds that it was beneath his dignity (the honor of laying the cornerstone was not considered great in those days). When he refused, the hardy Highlanders who were standing closeby cried, "Behold, the Weaver's son." The pulpit was constructed from solid walnut, and when the framing of the church tower was completed, the event was marked by breaking a bottle of whiskey on the side of the tower. Services were held regularly until 1844, at which time the Disruption Move-

The New Glasgow church, 1977

ment, which had stirred Scotland so strongly during the previous period, reached Airey. The original congregation was broken up when delegates from the newly-formed church (Free Church of Scotland) arrived and urged the community to separate the church from the state. This plan was welcomed and a great percentage of the community then joined the Free Church. Reverend Ross then returned to Scotland and Reverend Dr. McColl became the next pastor. The results of the Disruption were that the people of Airey found themselves without a church because the old church synod refused to allow the new religious body to use their church. The Free Church members had to build their own church. The land for the new church was secured by General Airey from Colonel Talbot. The Colonel died a year before it was built. The deed to the church site was not obtained until 1866; it was signed by its first trustees, Angus McKay, Finlay MacDairmid, and Dugald Lamont. The opening service in the new kirk was conducted by Reverend Scott of London, and then the church was taken over by Reverend Duncan McMillian, who became the first pastor. In 1873, the McColl brothers of Toronto presented some trees to be planted around the church. One of the trees had been cut down when I visited the site in June 1982. In 1857, the Kintyre part of the congregation began to assume shape and services were held there regularly. The church at Kintyre was erected in 1862. In 1865, Reverend Currie of Vankleek Hill became the pastor of the united congregation and he remained so until 1873, when the congregation of New Glasgow and Kintyre separated. In 1874, Reverend J.M. Munroe became pastor at New Glasgow. It was under his pastorate that a church was built in West Lorne. A year or so later the London Presbytery decided that the West Lorne property belonged to the Crinan congregation. This left the New Glasgow congregation on their own. They turned to Rodney, which by now was a growing community and was a Presbyterian stronghold. When a church was erected there in 1876, the congregations of New Glasgow and Rodney united. Reverend J.M. Munroe in 1878 resigned and took over the Kintyre church. I cannot recall who the next minister was. All I know is that he stayed there until 1884 and that he was followed by a student from Knox College, George A. Frances. Under his pastorate, the manse was built in Rodney and the ediface at New Glasgow was renovated. He was pastor until 1892. Under the pastorate of Reverend J.P. Falconer, the church at New Glasgow was remodelled. In 1914, the church was raised and a basement was installed. During a storm on January 26, 1978, the church lost its steeple. It was replaced in the summer of 1979.

The Gray, Ford, and MacDairmid Families

One day when the lake was wild, I stood on the shore and recalled that it was on a day such as this that James Ruthven and Dugald McLarty met their end. These men came to Canada during the time that Colonel Talbot was colonizing Elgin County. They were natives of Scotland and were forced to leave because a Scottish lord decided to enlarge his hunting reserves. In the early days of the port the schooners anchored offshore and their cargoes were ferried ashore by barge or boat. On this particular day in 1818 a group of settlers were ferried ashore in small boats with the men making a clearing as soon as they landed. This task was assigned to the younger men. Two of the older men, McLarty and Ruthven, made trips to and from the anchored vessel bringing supplies to shore. Everyone was so busy that they did not notice the change in the weather. A sudden squall struck while the two men were in the boat, causing it to turn over, throwing the men overboard. Their bodies were soon washed ashore. It was while McLarty was lying on the beach that he breathed his last. McLarty, a cabinetmaker, was survived by his three sons and a daughter, Catherine. She had been married in Scotland to Alexander Gray, Sr., and they emigrated on their honeymoon with the rest of the party. The two bodies were buried at the base of the hill on Ox Creek. It later became part of Killfinlay Cemetery. (Ox Creek got its name because nothing but an ox could get through the mud when it was part of the Talbot Road.) The Grays settled on fifty acres near the future site of Rodney. They had eleven children: Elizabeth (Mrs. John Gow), Mary, Dugald, John, Angus, Neil, Alexander, Donald, Catherine (Mrs. Joseph Barnes), Ann (Mrs. John Black), and Isabella, who became Mrs. William Grout. Mary Gray took part in the American Civil War as a nurse. Angus Gray purchased a farm on the lake front east of Port Glasgow. The adjoining farm was purchased by his brother Alexander, who farmed there for a number of years before moving to St. Joseph's Island in Georgian Bay. About 128 years ago Angus Gray built a log cabin on his farm; it was still there in 1934 when I started my research. It was here that Ann Gray was sent to keep house for Mr. and Mrs. Angus Gray. Ann Gray later became Mrs. John Black of Euphemia. Angus Gray had a family of five sons and two daughters. Mr. and Mrs. Angus Gray were, in their later years, cared for by Henry Buller, and when they passed away the property was left to Buller, who was a nephew.

In 1807 Thomas Ford, his second wife, and two sons left Edinburgh, Scotland, and settled in Vermont. (His first wife passed away in 1802.) It was while he was in Vermont that he met Gregor McGregor. Again death took away his wife. By this time he had three sons, and for two years he struggled to look after his children. Then he married Altha Sheppard, who was born in Vermont in 1792. After the marriage the family moved to Little Falls, New York, where in 1810 a daughter was born. She died in 1823 and was buried in the Ford Cemetery in Aldborough. When William, his son, was born, Canada and the United States were at war with each other. The war disturbed Thomas Ford, for he was a Britisher to the core, but he was drafted to serve in the American army. He was pressed into service with his five span of horses and put to drawing munitions. He was at the Battle of Lundy's Lane, where Generals Riall, Brown, Ripley, and Scott met. Riall, supported by General Drummond, decided the victory. The Treaty of Ghent was ratified shortly after and Ford was given his liberty. After the war he obtained permission to go to Canada and went to York, where he stayed a short time and met his friend McGregor. In 1816 he returned to Little Falls with McGregor for his family. McGregor then came to Aldborough Township. Liking what he saw, he sent a letter to Ford, who came to Aldborough in 1818. He obtained Lot B on the north side of the Talbot Road next to his friend who had Lot A. Each received two hundred acres. Ford's family came after he had erected a cabin. Ford continued to work hard until 1823, when he was urged by his wife to return to Little Falls because she feared for her husband's health. Their return was delayed by the sudden death of their little daughter. With their daughter buried on the land, Thomas and Altha decided not to leave the farm. Thomas was the father of eight sons and a daughter. The three eldest sons were born in Scotland, the next two in New York State, and the three youngest in Aldborough. Thomas Ford lived in the township twenty-six years. He died at the age of seventy on July 30, 1844. All the sons married except

James, who lived a life of seclusion for years on Lot 1, South Middle Road. In 1856 he moved to Minnesota where he died. William and Norman Ford made their way as farmers. William, who was born in Little Falls in 1812, settled down on Lot 3, North Middle Road, in Orford Township. In 1834, he married Jane Carswell and in 1847 he erected the house that still stands and is owned by a Mr. Thompson. He was a prosperous farmer and dealt extensively in staves. He came to an early death in 1859. Mrs. Ford lived until 1875. They had four sons and four daughters: Altha, Christena, Jennie, Maggie, Thomas, Neil, William, and Norman. The latter married Hattie Dyke of Ingersoll. William married in Missouri, but lost his wife. Neil married Mary McLarty and had four sons and four daughters. Thomas married Ellen McIntosh, Jennie became Mrs. George Dickson of St. Thomas. Christena became Mrs. C. Bowbier of Oakville. Altha first married John McIntyre, then Neil Walker. Maggie died a number of years ago. The eldest son, John, remained on the family farm until he was twenty, and then branched out for himself and took the west half of the old homestead. In 1826 he married Margaret Gillies. This marriage produced two sons and eight daughters. Thomas died in 1852. John married Sarah Robinson in 1866 and lived on the old homestead until they moved to Rodney where he died in 1925. Four of the daughters died while they were young. Sarah became Mrs. George Thompson. Altha became Mrs. Thomas Peets of Duart. Mary Ann became Mrs. Joseph McCallum in 1861. I cannot recall who Bell married. Thomas, the second son of Thomas Ford, Sr., married Christena Campbell in 1832 and by this union there were three sons and two daughters. Thomas, his son, became a businessman in Blenheim; Archibald lived until 1873, and Daniel moved away to Michigan, lived there until 1872, and then moved to Blenheim where he spent the rest of his years. Robert Ford, the fifth son of Thomas Ford, was born in Little Falls in 1816. He spent his early years as a sailor before he married Nancy Leitch and settled down on Lot 6, North Middle Road, Orford Township, in 1844. He raised a large family and died in Duart at fifty-eight. David, the sixth son, was born in Aldborough Township in 1820. He married Nancy McIntosh in 1842. He died in Cass City in 1893. Henry Ford, the seventh son, was born in 1822. At the age of fifteen he was drafted during the Rebellion of 1837 and served as a guard in Colonel Talbot's division for six months. He married Mary McPhail. Local legend has it that he was quite a hunter and was noted for bagging 140 deer in one year. Norman, the eighth son, was born in 1827. He became interested in community welfare and in the activities of township council. He was the father of two sons and two daughters. Thomas, his first son, married Laura Buchan in 1876 and had one son, Norman. James, the other son, married Mary Jane McGugan. James Ford died in 1885.

On July 7, 1979, a plaque was unveiled in honour of Finlay MacDairmid, Aldborough's only minister in the provincial government. He was born at New Glasgow in 1869 and was the grandson of Finlay MacDairmid, who settled in Aldborough Township in 1819. (His grandmother was the lady who cut the field of wheat with a butcher knife.) Finlay MacDairmid started his political career as a township councillor. In his first attempt to be elected to the legislature, he won by a single vote. He was made the province's first Minister of Public Works and Highways in 1914. In that capacity he made a public appearance at the opening of the Oshawa-Toronto Highway. He was re-elected five times, was defeated in 1919, but was re-elected in 1923 and 1926, after which he retired. Nancy Kinsie is one of his granddaughters. She is a resident of Cedar Springs.

Miscellany

New Glasgow in the past has been the birthplace of many prominent men. One was the late Judge John F. McKinlay of the Court of Common Pleas in Detroit. He was the son of John P. McKinlay, who was the builder of most of the houses in the New Glasgow area. It was McKinlay who erected the hotel at New Glasgow. John P. McKinlay died in his hundredth year in Detroit. Another man who grew up in the area was Colin McDougall. He had a general store in New Glasgow until he studied law and was called to the Bar in 1869. Before that he was a member of township council for the years 1857-58, 1860, and 1861. He also became reeve of the township. He was the second son of Lachlan and Sarah McDougall and was born in Aldborough in 1834.

Later he represented Elgin County in the Dominion Parliament and operated a law office in St. Thomas.

During the Rebellion of 1837, no one had a definite idea of what was going on. People were unprepared for war. Under the old militia system, every able-bodied man in the settlement had to take part in the annual militia exercise. It was regarded by many as a day of hard drinking, little military instruction, and the venting of bottled-up grievances. The men brought their own weapons, which ranged from clubs, axes, spears, pitchforks, swords, and muskets. Some of the men were veterans of the 1812 War and wore the old uniforms. This annual event took place in various places throughout Elgin County, such as Burwell's Corners, Coyne's Corners, New Sarum, and New Glasgow. The day usually consisted of an hour or two of military drill and instruction and then a period of refreshment when whisky was consumed in great amounts from open kegs that were placed in the parade ground. Tempers flared and fistfights started. Men lined up against each other and staged mock battles. In some cases it was one township against another. When the day ended, the men staggered off through the woods to the comforts of home. The drill ground at Airey was the school ground of the old mud-walled school on Lot 4, Concession 13.

When the area was hit by the war scare in 1837, a volunteer body was formed and eighty men, without orders of any kind, marched to Amherstburg to take part in the conflict, stayed there for thirty days, and then marched home. Apparently, there were only a dozen muskets in the group. One man carried a Lochaber axe with a ten-foot handle while others had dirks which had been used in the Battle of Culloden and Killiecrankie by their great-grandfathers. When the rebellion broke out, a company under the command of Colonel George Munro was taken down to Port Talbot to defend Colonel Talbot's property. Word was received there that the rebels were going to land at Port Talbot. The men who were holding the fort at Port Talbot, not being well trained or armed, were not anxious for an encounter with the rebels, and began to pack up in order to be ready to take to the woods at the first sign of danger. Nothing came of the report. With this in mind, former cavalry men patrolled the Talbot Road acting as news carriers. One day a report came through that the enemy might land at Port Furnival (Port Glasgow). A company was formed and marched down to the lake front where they were quartered at the inn then operated by John C. Gillies, who was also acting as the commanding officer. The company held the garrison for two days, but nothing came of the threat.

NEW SARUM

Early History and Families

The finding of an old gravestone in 1969 by Clarence Meidema, who was preparing a plot of land to build his new home, aroused new interest in Colonel George Heathcote, a wealthy Englishman and early pioneer. He was one of many who settled on the site overlooking the pleasant valley of Catfish Creek. Records show that Robert Coney of England came in the 1820s and purchased a narrow strip of land bordering the Talbot Road (now No.3 Highway) and had it surveyed into village lots. He built a log dwelling that resembled a castle. He then returned to England to sell his idea and during this quest, he met George Heathcote. Coney sold the idea and the plans to Heathcote, Sr., because the father saw a way to get rid of his unruly son, George, and give his son a chance to settle down and make something of himself. Young Heathcote left Sarum, Wiltshire and came to Canada in 1835. He was twenty-three and when he arrived, he carried on with his wild and carefree living. He had a house erected along with a hotel, invested in many local places of business, and managed to part with a large sum of money. He named this settlement New Sarum and the name was recognized by the Postmaster General. Prior to the coming of the railway, mail was brought in by horseback from St. Thomas and Aylmer. After the Rebellion of 1837, nearly every fair-sized village had days set aside for military training and it was on one of these days in 1841 that Colonel Heathcote dreamed up the idea of celebrating the annual muster by having an ox-roast. With this in mind, he purchased the largest and fattest ox in the district. The ox was lauded and decorated and even its stall was decorated. When the time arrived, the beast was led to the site and killed, the legs were tied together, the body was suspended over a deep pit and slowly roasted. It is said that in the middle of the celebration it began to rain and they had to move the ox down the hill to the open shed to finish the party. It is ironic that when Colonel Heathcote died, he was buried at the same place in May 1852. He was only forty. William Wilcox, who witnessed the ox incident, wrote a poem of seventy-four stanzas. In its original form it was four feet long but all that remains of it is the first verse: "In eighteen hundred and forty-one, New Sarum fired a mortal gun; The bloody ox they did prepare, And the Englishmen held their dinner there. Captain Henry House and Major Matt Tisdale led the band. They searched Talbot Street up and down, Not but one butcher could be found."

During an interview with Anderson Secord, he recalled that Captain Henry House was placed in command of the muster. He received his rank a few days before but had no knowledge of military tactics. On top of it all, he had no sword and he felt improperly dressed. An open barrel of whiskey was placed on the parade ground and everyone was invited to help himself. It is reported that Captain House laid into the whiskey and this impaired his judgement. The fact that he had no sword bothered him and on learning that a fellow settler had one, he made a deal to trade his one and only cow for the sword. When dawn broke the next day, he went to the window and looked out to the place where his cow was usually tied up and saw that it was vacant. It was then he realized that he could not feed a family with a sword and that the rank of captain was an empty and meaningless honour. When Captain House lost all control of the military manoeuvres, the whole thing was taken over by Captain David Secord, Anderson's grandfather. He was a sea captain on the Great Lakes and also had knowledge of military tactics. Colonel George Heathcote, who had an honorary rank, also was ignorant of military tactics, but nevertheless paraded about in a fancy uniform. (On May 6, 1952, Anderson Secord died at the age of ninety-three. He had assisted me in many ways in my research.)

New Sarum Baptist Church

James Stokes was a native of the Isle of Ely, Cambridgeshire, England; he was the grandfather of Mrs. Sarah Elliott. James Stokes died on January 11, 1861, at one hundred years of age. He was fifty-one when he first faced the Canadian wilderness. Another early settler was William Doan. He and his wife Sarah left Pennsylvania and purchased one hundred acres on Lot 22, Concession 7, Yarmouth Township. He raised a family of seventeen children. During the early years when he needed money, he got a job working for Cornelius Mills, who lived near the future site of Sparta. His daily routine consisted of rising at sunrise and walking five miles to work, then at sunset walking back home carrying a bag of flour, meat, and other provisions. Then he had to chop firewood and do the chores, as well as clear his land. This routine was kept up until his first son David, who was born on September 7, 1816, was old enough to help. The fallen trees were moved by a team of oxen driven by his wife. During the early days, Doan would often take a sackful of wheat on horseback to the Backhouse Flour Mill at Long Point to be ground into flour.

Doan's children were: David, born September 7, 1816; George, born February 29, 1818; Titus, born September 29, 1819; John, born August 31, 1821; Hosea, born February 28, 1823; Rebecca, born October 5, 1824; Richard, born December 24, 1826; Catherine, born May 10, 1828; William, born March 17, 1830; Joseph, born March 19, 1832; Hannah, born July 15, 1833; Sarah, born January 28 , 1835; Edgar, born March 7, 1837; Albert, born June 5, 1838; Cordella, born July 16, 1839; James, born January 25, 1841; and Lovina, born June 5, 1842.

John Doan, in later years, became the postmaster of Mapleton and was killed on April 8, 1888, by an MCR freight train. William Doan was the great-grandfather of Eileen Tansley of New Sarum. Richard Doan was the father of Peter Doan, the gentleman who helped me gather information about the district. William Doan, Sr., died in 1873 and his son James took over the farm, which by this time was only half cleared, and completed the task. James Doan's marriage to Ruth Ann Barnes in 1867 brought forth one daughter, Mrs. George Westlake, and two sons, Dr. Warren Doan of Harrietsville, and Dr. Edgar Doan of Michwaka, Indiana.

Among the first settlers to locate here were James Stokes, Garrett Oakes, William Wilcox, Henry House, David Brush, Hosea Baker, John Wilton, O'Neal Cloes, William Doan, D. Norton, and Samuel Elliott. Garrett Oakes did many things in his busy life. He came to Yarmouth and settled on his allotment of land in 1810 and took part in the opening of the road from the Talbot Road to the mouth of the Catfish Creek. He was assisted by David Brush and James Brown. The ten miles of road took five days to complete, sleeping without shelter in four inches of snow. He was nineteen years of age at the time. In the year before the war, 1811, they took part in the opening of a road from Kettle Creek to Port Talbot, a distance of fourteen miles. This was accomplished in the winter of that year. In 1812, the same men were guided by William Wilcox who, using a pocket compass, took them straight to Norwich Mills, twenty-eight miles. Although the survey of the route was through dense forest to a place he had never visited, their confidence in him was so implicit that they made the road as they followed him at the rate of two to three miles a day. Garrett Oakes wrote in 1877 with a feeling of bitterness about all the help that Colonel Bostwick received in the surveying and the opening of roads. "In 1804, the colonel (Thomas Talbot, czar of the Talbot settlement) had the grant of $1,000 from the government to make a road from Waterford to Port Talbot. He engaged John Bostwick, a surveyor at Woodhouse, to make the road, who hired an Indian acquainted with the whole route of sixty miles. By this means they were able to shun the marshy and difficult places. Bostwick, while opening the road, measured and marked a tree at the end of each mile with the number of miles from Waterford. This was a satisfaction to travellers and land hunters who had to use the road for years until the Talbot Road was opened and made available for general use. When Colonel John Bostwick finished the road, Colonel Talbot gave him 200 acres of land, the future site of Port Stanley, and $1,000.00." An unusual thing Oakes did when he acquired the lot of land was to carve his initials and date upon a large boulder; this stone became part of the foundation of his house. In later years, the house was renovated by Charles Soper and turned into a tourist home. It was while it was under the ownership of Mr. McCallum that it was destroyed by fire in 1972.

Garrett Oakes died on February 6, 1881, in his ninetieth year. He and his two wives are buried in the little Baptist cemetery on Nineteen Creek, just south of his home and the school where he once taught. He was born in New Brunswick in 1791. There were no schools in the area until 1800, when a lame boy from Boston was hired for the quarter. In 1806, Oakes moved to Dover in Norfolk County where he acquired more education. At the age of nineteen, he came to the Talbot Settlement. He married Mary Long, who died on November 21, 1848. His second wife Julia died on May 12, 1869. She was fifty-eight years of age.

Oakes had eleven children. The first was Cyrus, born in 1816. He married Girzal Babcock and moved to Highgate, where he became a farmer and had five children. The second child was Harriet, who married Samuel Deo of New Sarum. They brought forth five children. The third child was Mary Ann, who was born in 1818 and became the wife of Jacob Deo. She died in 1910. The fourth child was Elva, who married Minard Mills of Sparta and had seven children. The fifth child was Mirian, who was born in 1824 and lived until 1916. She married Robert Drouillard of New Sarum and had three children. Satira was born in 1826. She became Mrs. Jacob Wilcox of St. Thomas and had three children. She passed away in 1910. The next child was Hatfield, who settled in Iowa. Lyman Oakes went to New Orleans, married and had three children. Robert Bruce married Kate Thompson and had five children. They lived in Seattle, Washington. Wallace Oakes was born in 1835, and became a skilled violin maker. He married Mattie Martel. They took up residence in Seattle and had two children. Charles Duncombe Oakes was born in 1837. He became a farmer and woodworker in the New Sarum area, turning out many pieces of furniture. He took as his life's partner Julia Smith, and they were the parents of Polly, Olive, and Bertha.

One of the daughters of Charles Oakes decided to play a prank on her father on his birthday. The old temperance hall was located on her father's property and it was built on logs. She

conceived the idea of getting all her friends together and moving the hall south of its location onto the Talbot Road in front of the Baptist church while her father was in bed one night. Naturally, some adults also took part in the prank. First Charles was angry, but then he had to laugh about it. He had some men haul it to the original location and this time he made sure it could not be moved again. It remained there until it was dismantled by the Department of Highways when they improved the road. The old hall was used by the Templars and it was the centre of the local literary society. Charles Oakes died in 1909.

Polly Oakes became Mrs. Lorne Cottington and had one child by the name of Muriel. Mrs. Cottington died in 1906; she was only thirty-six. Muriel married Alvis O'Kelly. Olive Oakes became the wife of Eber Rice and had one son, Glenn, who married twice. Bertha Oakes, who was born in 1876, married Herbert Simpson and was the mother of three children: Lulu Victoria, Doris Irene, and George Maitland Simpson.

Lulu married Robert Roy Crossett and had two children, Julia Faye, and Ruth Marie. Doris married Howard Delongchamp and had three children: Howard, Charles Robert and Donald F. Howard married Alice Pasant and had six children: John Howard, Michael Joseph, Mark Steven, David Scott, Suzanne Marie, and Julianne Marie. Charles Robert married Delores Phillips and had two children, Charles Robert, and Pamela Michele. Donald F. married Jean Tull and had two daughters, Donna Jean, and Debra Elaine, and one son, Donald, who married Mary Barwick. Charles R. Delongchamp, Jr., married Norma Jones. Michael Joseph Delongchamp married Ann Louise Way. Julia Faye Crossett married Clayton Waara and had two children: Judith Irene, and Gail Elaine. Julia F. Waara married a second time to Jack Ketzbeck and had one son, Jack. Ruth Marie Crossett married Richard Scoble and had three children: Nancy Ruth, Laura Elaine, and Richard Claire.

George Maitland Simpson married Charlotte Rabery and had three children: Marjorie Marie, James Maitland, and Charlotte Ann. Marjorie Marie Simpson became Mrs. George Mink and was the mother of four children: Paul Allen, Jean Marie, Patty Anne, and Carrie Elizabeth. James Maitland Simpson married Marilyn Lexy, who brought forth three children: Julie Marie, Jennifer Ann, and James Stephen. Charlotte Ann Simpson became the wife of Derril Smith and they were blessed with two children: Carrie, and Nathan Donald.

Garrett Oakes for many years had stories of the pioneer days published in the *London Free Press*. This is one of them.

Costly Business

"In 1813, Colonel Talbot sent word to the few settlers that he had wool to let be made into cloth on halves. I hired a horse and went and got fifty pounds. Here, for forty miles I travelled. I then hired a horse and took the wool to Port Dover and had it carded, for which I paid $6.25, returned home, which made one hundred miles more. My wife spun the rolls and I made a loom for weaving, but we had no reed for flannel. I then went sixty miles on foot to a reed-maker but he had none that was suitable and would not leave his work on the farm until I agreed to give the price of two reeds, which was $6.50, and work a day on his farm. This I did and returned home with the reed. My wife wove the cloth and I took half to Dover to the fulling mill. When finished I had eighteen yards, for which I paid $34.75 and travelled one hundred and forty miles on horseback, two hundred and sixty miles on foot making four hundred miles and requiring in all fifteen days labour."

Lewis A. Cloes, the last of the O'Neal Cloes family, died in 1941, leaving behind another story of an outstanding pioneer family. Cloes was born on his father's farm in 1846, one of eleven children. Lewis married Lydia Anne Thompson and became one of the first mail carriers. His route was between Orwell, Mapleton, and New Sarum, three times a week. After his marriage he

Samuel Elliott

settled down on his father's farm. In his declining years he retired and moved to St. Thomas, where he passed away in 1941. He left behind two sons, Dr. Chester Cloes of Chicago, and Floyd Cloes of St. Thomas.

The Elliott family of Chilsworthy, near Holsworthy, Devonshire, centred around William Elliott, a respectable carpenter and wagonmaker. He reared his nephew, Samuel Elliott, and taught him his trade. He married Elizabeth Jones and had a family of ten children. It was probably the marriage of Samuel's daughter, Sarah, to James Jones, and their decision to go to Canada with their two children, that gave Samuel Elliott the idea to do likewise. After selling his property in 1843, Samuel and his family settled in St. Thomas where they lived for a short time. Samuel Elliott then formed a partnership with George Wegg, a carriage and wagonmaker. After losing his investment, he pulled up roots in 1854 and moved to William Doan's tavern, which was located south of New Sarum. While there, he purchased Lot 21 on the north side of the Talbot Road. Their homestead was located on a rise of ground in the valley, east of the present home of Mrs. Elaine Tansley, Samuel's great-great-granddaughter. Later it was moved from its original site and placed behind the brick home erected by Samuel's son Thomas in 1895. Thomas became a farmer and married Miss Stokes in 1885. In 1895 he erected the present house. Thomas was injured when his team was involved in a runaway. He died in 1897 at fifty-seven.

Samuel Elliott's children were as follows

Mary Ann	born January 19,1827
Sarah	born December 15, 1829
Elizabeth	born March 9, 1832
John	born May 1, 1834
Tamson	born August 12, 1836
Samuel	born September 7, 1838
Thomas	born December 30, 1841
William H.	born December 15, 1843
Margret	born March 15, 1846
Henry	born January 15, 1849

William H. Elliott took up teaching at the urging of his mother because of an elbow injury that left him with a weak arm. He learned to teach at the old school, and when he received his certificate, he taught at Port Bruce for five years. He later took a teaching job at a little school on the River Road south and west of St. Thomas. In 1862, he took a teaching job at S.S. No.6 in Clearsville, Orford Township in Kent County. Elliott had 141 pupils on his school register at New Sarum with a daily attendance of over one hundred. He was asked how he managed to teach various subjects in a single class and he replied, "I'd call up a geometry class - probably a row down one wall of the schoolhouse. Then I'd set up some smart student as a monitor, to teach some other class drawn up against the opposite wall. Down the centre would be the remainder of the school, working with slates and books. You had to cultivate having eyes all about your head to keep track of everything, of course. Your subconscious must develop a nimbleness to know just how your school and monitors were doing in all the subjects." When Elliott was asked where he got his education as a teacher, he said, "Right here, in the New Sarum public school. What I couldn't get in the school I studied in my chimney nook at home. I wrote my examination in St. Thomas. Elder Sheppard and Mr. Caulfield were my examiners. My certificate was a county one. Afterwards, when I went to Kent County, I had it transferred to that county. In time, it was changed for a provincial certificate." (This information was provided by Mrs. Lyman Tansley, Elliott's great-granddaughter). When Elliott left his teaching career, he purchased the general store and became postmaster of New Sarum. The store was built in 1836 and was in business for twenty-five years. In 1887 he was appointed secretary of the Farmers' Mutual Fire Insurance Company. He resigned in 1918 and became the sheriff of Elgin County. William served as sheriff for six years and resigned because he was too sensitive to human problems. William and Cordelia Elliott had three children: Justus of New Sarum; Mrs. J. H. Jones of St. Thomas; Dr. Horace Elliott of Niagara Falls. William married a second time in 1903 to Mary E. Barnes. Cordelia died in 1887, and Mary died in 1926. William Elliott died in 1933 at eighty-nine years of age.

Justus took over his father's farm as well as the general store. He also became president and director of the New Sarum Telephone Company. Justus was born in 1875 and died in 1959. Mrs. Eileen Tansley was the daughter of Justus Elliott.

Henry Elliott, son of Samuel Sr., opened a cobbler's shop in New Sarum and operated it for many years. Later he moved to St. Thomas and went into the shoe retail business. His cobbler's shop was first located east of the Baptist church. It is believed that the building was originally erected by George Heathcote. Samuel Elliott, son of Samuel Sr., moved to Golden City, Missouri; he later moved to Hiawatha, Kansas, where he died. John Elliott moved to St. Thomas and was employed by James Blackwood, an outstanding business man. John hauled brick for the first brick dwelling to be erected in St. Thomas. He later took up farming in Mansfield, Ohio. Three of Samuel Elliott's daughters became Mrs. George Wilcox, Mrs. Sarah Jones of Dexter, and Mrs. James of Alma, Michigan. Elizabeth Elliott never married. Samuel Elliott died in 1877 and his wife, Elizabeth, passed away in 1885. Both are buried in the St. Thomas cemetery.

Businesses

New Sarum's first store was built in 1836, and the building is still used as a general store. The name of the first general merchant is not known. During the late 1830s, the Ketchum distillery turned out whiskey for 25 cents a gallon. It was located 620 feet from the Talbot Road in a little glen south of the hamlet. A little further south on the same side there was, before the 1870s, a brickyard. In 1855, New Sarum consisted of three hotels, a sawmill, a general store, a post office, a blacksmith shop, a distillery, and a school. The Heathcote House was still standing on the top of the west hill. The two-storey frame hotel changed hands many times after the death of George Heathcote in 1852. The hotel was erected on the site of the ox feast. It was destroyed by fire in 1885. The second hotel was erected on the old Francis land. This was half way down the west hill on the north side of Talbot Street, now No.3 Highway. One owner was R. Cannel, who named the hotel the Cannel House. Later it was operated by Fred Smith. The hotel fell victim to fire in 1920. The third hotel was the Wilcox House. It was described by Albert Wilcox as a narrow, elongated, two-storey frame building. George Upper had a sawmill north of New Sarum on Catfish Creek. It was located on land he purchased from George North in 1854. There was a gristmill at the foot of the west hill (it is shown on the Tremaine map of 1864) but very little is known about it. The last traces of the mill-pond were obliterated during the construction of the bypass in 1959. Another important industry was a match factory founded in 1863. It was operated for two decades. The remains of the factory were washed away during the spring flood of 1937.

New Sarum's business section over the years was as follows:

1857-1858

Cannel or Kannel, Robert	Innkeeper
Gibson, J.	General merchant and postmaster. *Post office opened in 1854*
Willis, A.	Innkeeper

Population: 50

1864

Drullard, Robert	Blacksmith
Norton, John	Cabinetmaker
Smith, Jacob	Temperance Hotel
Wilcox, Jacob	Grocery
Wilton, Samuel	General store and postmaster

Population: 75

1875

Elliott, Henry	Cobbler
Elgie, Henry	General merchant
Call, Marion D.	Wagonmaker
Cloes, O'Neal	Justice of the peace and farmer
Elliott, William	Teacher
Luton, Daniel	Justice of the peace and farmer
Norton, John and Charles Oakes	Cabinetmaking, sawmilling, and boring machines
Oakes, Garrett	Justice of the peace and farmer
Smith, Jacob	Innkeeper
Stephenson, Joseph	Justice of the peace and farmer
Rev. Abraham	Baptist minister
Wilcox, Jacob	Innkeeper
Wilcox, Samuel	General store and postmaster
Wilcox, William	Blacksmith and tollgate operator.

Mr. and Mrs. William Elliott
in front of their store and post office.

Population: 180

1908

Cloes, Lorenzo	Carpenter
Elliott, W. H.	General store and postmaster
Francis, Robert	Blacksmith
Smith, Fred	Hotel; *operated by Sanford Baker. The hotel was destroyed by fire in 1920. Smith lived in the Orwell hotel until he died.*

Population: 125

1980

New Sarum Variety Store
New Sarum Auto Body Shop
Deluxe Diner
New Sarum Hair Styles

Population: 63

Schools and Churches

The school was erected through the efforts of five pioneers as the result of an agreement drawn up by them on April 10, 1833. The men were Joseph Graham, Charles Conrad, John Marlatt, and John and George Caughell. The school was finished in time to be opened on the first of August that year. The old brick schoolhouse was described as being twenty-five feet square with ten-foot ceilings and illuminated by eight shuttered windows, each window containing twenty-four panes. It had double doors with strap hinges and a sturdy lock. The wood stove was like the one that James Chrysler, a St. Thomas merchant, had in his store, a product of the old Normandale Iron Foundry. When a new brick school was built near the corners, the old school

The old railway station.

was sold to Omar Jennings of St. Thomas, who converted it into a dwelling. Garrett Oakes was the first teacher in the old school.

The first service of worship was held in the Union school in January 9, 1838. The school was located by Cattish Creek about halfway to Orwell. The ediface was moved to New Sarum and placed on the southwest corner. In 1906 it was moved to the southeast corner and was placed on concrete blocks and brick-veneered. The church was damaged by a winter storm on January 26, 1978. The roof was replaced.

Miscellany

Every small village has a handyman and a homespun philosopher. New Sarum was no exception, for not only was George Cloes these things but he was also the local house painter and mail carrier. He was a man of even temperament and so was taken advantage of by the local wags. George Cloes, son of O'Neal Cloes, was born in New Sarum in 1841. After he left school he took up house painting. When the Fenian Raids occurred in 1866, he enlisted in the 26th Regiment under Captain Marlatt, and was posted at Amherstburg. When George returned home, he was appointed mail carrier and looked after the pickup and delivery of mail to various country post offices. He loved to tell about his days as a soldier. At each telling, the stories became more exaggerated and the local wags howled with laughter. They decided they would award him a medal and had a Malta silver cross medal made. Cloes took it very seriously and wore it on any important occasion. In 1905, he was appointed issuer of marriage licences. He died in 1928 at the age of eighty-seven. His wife, Rebecca Gillies, predeceased him by ten years. His three children, Altie,

Carrie, and Owen never married and lived on the homestead across from the general store. Cloes outlived all the local wags and had the last laugh.

Many years ago, the local farmers were threatened with an invasion of the Colorado Potato Beetle. The district was visited by smooth-talking man who attended all the farmers' gatherings and the local general stores, and offered them a remedy in the form of the Sure-Death Bug Killer. The stranger sold them the remedy for a few dollars and warned them that they must not open the package until they needed it or it would lose its strength. James Doan, during an interview, recalled the Sure-Death Bug Killer and said, "Well! we kept our word and when our potatoes was threatened by the bugs, I went to the barn and picked up the bag and took it to the potato patch and opened it and I nearly fainted at what I came across, for within the bag there were two blocks of wood with the instructions to place the potato bug on one of the blocks and crush it with the other. I tell you, it took me a long time to get over the shock of being taken for a fool and then I realized that I was not alone and with a loud oath followed by a loud laugh, I could see the humour of it all."

NORTH HALL

Today, people whiz down the No.3 Highway on their way to Tillsonburg and hardly give this little corner settlement a glance. Yet, at one time, it was the centre of much activity until Tillsonburg and Aylmer stole its thunder. At the present time, the business section consists of Boyle's restaurant and motel, a Shell station, a garage, Greer's Small Engine Repair, a snack bar, and Future Farm Supplies. In the past the Cheesemans, Benners, Cooks, Dentons, Berrys, Howells, Dobbies, and Livingstons settled in this area. (I can do no better at telling their story than Annie M. Livingston Brown and Louise Hatch, who contributed numerous articles to local newspapers. Louise wrote under the pseudonym A.S. Paragus.) The first service was held in the old Dobbie school on the sideroad where the Hatch farm was located. In 1862, three schools were united and the Dobbie children attended the old White schoolhouse south of Corinth. It became a popular Bible school for all. The union Sunday school never became a union church. The North Hall group, or the former Dobbie school congregation, attended Sunday school in the White school and then walked down the road for church services at the Templars' hall, a crude red brick ediface near where North Hall was later erected. The Templars were a lodge organized to further the cause of temperance. It was here the ministers of the New Connexion Methodist Church did their preaching, and it became part of the Bayham circuit along with Eden, Straffordville, and the brick schoolhouse. The Temperance hall later served as an Orange hall. From 1864 to 1876, the hall served as a meeting house for divine worship. The North Hall Church was erected in 1878, the material being carted to the site by local farmers through the mud and slush of the old Forge Road (now No. 3 Highway). It was a great day when the new church was opened for service, for it was well ventilated and roomy in contrast to the cramped Templars' hall. The charge was changed to Corinth circuit in June of 1909. During a heavy summer storm in 1913 the church was struck by lightning. The damage was repaired and the church continued to serve the community until 1935 when, as a result of dwindling attendance, the church was sold and dismantled.

In 1910 Edward Livingston passed away. He was the son of Samuel Livingston. Samuel, a native of Ireland, landed in New York during the time of the war between the United States and Canada. Because of his love for the British flag, he moved to Canada and settled in north Bayham Township. His first-born was Edward Livingston, who lived all his life in the North Hall district. Livingston, having gone through a period of conversion, was disturbed by the heavy use of alcohol in the area and decided to break away from it. One day when he was in the bush, he felt the spirit move him and he walked to Tillsonburg the next day and signed his pledge, which he never broke. He was the first man who held a logging bee without whiskey, and he lived to see the whole community banish drinking from the home. He helped to build many churches. He was instrumental in building the North Bayham Church, which was located on the townline. After the union, the family became members of the Delmer church and had the honour of laying its cornerstone. His marriage to Jane Johnston resulted in nine children. His wife died in 1903. Edward Livingston left this world in 1910 at the age of eighty-four.

The southeast corner of North Hall was settled by Lacey Denton. His wife was the daughter of Captain John Summers of Summers Corners. This union brought forth six children: Wallace of Corinth; William, Kaines, and Charles, all of Tillsonburg; John of Springfield, and Alonzo of Detroit. The first grain harvest that Lacey Denton took off his land he took by wagon

to Ingersoll to have it ground into flour because there were no flour mills nearby. This was before Noah Cook erected his gristmill at Richmond. One of the greatest events to hit the area was when the Great Western Railroad pushed its tracks across the country. When the first train was due to arrive at Ingersoll, everyone took time off to witness its arrival. Lacey Denton died in 1871; his wife followed thirty-eight years later.

ORWELL

(Temperanceville - Catfish Corners)

This small settlement, located between Aylmer and St. Thomas, was first named Catfish Corners. As time went on, pious folks settled around the corners and it was named Temperanceville. It seems the name Temperanceville had to be changed because of the changing times and the need for a local post office. The name Orwell was suggested. The valleys in the area reminded the principal settlers of the beautiful valley in the area whence they had come in New York State. The Davis brothers of Orwell and Roger's Corners came from Schohario, a short distance from Whitehall, the homestead of the Lewis family, who settled south of Orwell. The name Orwell was approved by Ira White, the first settler of Springwater (who came from Orin County, New York) and was adopted by the Postmaster General. David Sutherland became the first postmaster in 1843.

Catfish Corners was just a stake in the earth when Deacon William Davis and his wife settled there after a lengthy journey from his home in Schohario, New York, in 1809. In this locality he obtained a large tract of land from the Crown and established the first gristmill. It was a stump mill made out of a hollowed out buttonwood stump. This type of mill was in use by many early settlers throughout Elgin County; it was replaced by the hand-mill or quern, which was made of field stones. The daily output of a stump mill was twenty bushels. William Davis was followed by his brothers Andrus, Daniel, Simeon, and Joel, and his sisters Hannah, Polly and one that became Mrs. Brown in 1811. Deacon Davis lived on his farm until his death in 1865 at the age of seventy-nine. During his lifetime he helped clear a road through the woods to the site of St. Thomas and on eastward to Aylmer. He became a deacon in his church and organized the first Baptist church in the township and built the first school near Orwell. When Davis first arrived here in 1809, all he had to his name was $1.00 and an axe. At his death he left behind nine hundred acres of cleared land in Yarmouth and Malahide Townships. He served in the War of 1812. David F. Davis, his son, was born in Orwell in 1822. He married Mary Birdsall, and became a magistrate. He lived on the homestead until he moved to Aylmer.

Deacon Davis was married twice. His first wife was Miss Leek and by this marriage he had five children: Richard, Hempstead, Warren, Septimus, and Mathatible. By his second marriage to Mary Sibley he had eight children: Betsy Jane, Temperance, David F., Joel M., Adoniram J., Ursula, John, and Edwin E. Edwin moved to Dakota in 1881 and became part of the history of the Old West. The son of Warren Davis, William Andrew, sought his livelihood in Dakota where he died in 1908 at fifty-eight. His brother, George P. Davis, ended his days as a farmer in Watertown, Dakota. The story of Simeon Davis is told in the history of Roger's Corners. Joel Davis settled on four hundred acres east of Sparta about the year 1837. Joel Davis farmed for a short time, but hearing of the great tracts of land that were available in Illinois, he left and got 1,000 acres there. He then returned to Sparta to complete the closing of his estate. He fell ill at Fingal and died suddenly at twenty-seven years of age. His body was conveyed to Aylmer and buried. One of Joel Davis's sisters married John Brown who, along with William Andrew Davis, had the first saw and gristmill on Catfish Creek at Orwell in 1817.

David Franklin Davis, son of Deacon Davis, was born on his father's farm in 1822 and attended school at Secord's Corners. He and his wife Mary had two children, Polly and Phebe. Polly became Mrs. Peter McLay and Phebe became Mrs. Albert White. The David F. Davis farm

David F. Davis shortly before his death.

became known as Flowery Springs Farm because of the natural springs. Later Davis used a hydraulic ram to feed the water to his house and barns and they did good service until disrupted by Dr. Herbert White when he tried to increase the flow. Mary Davis passed away in 1898 leaving her husband, who lived until his ninetieth year. When he died he was survived by ten grandchildren: Charles H. White of Aylmer; Edward, Fred and Gordon of Springwater; Dr. Frank White of Wabigoon; and Dr. Herbert White who was postmaster of Aylmer for a decade. Before his appointment as postmaster, Dr. White practiced medicine in McBain, Michigan. When the First World War broke out, he enlisted in the Royal Canadian Medical Corps. He had a practice in Sparta for a number of years. Other grandchildren of David Davis were: Dr. Homer McLay of Aylmer; Mrs. Baker Miller of Malahide; Maud McLay of Aylmer; and Aggie McLay of Orwell. I can recall the old two-storey colonial-style frame house that stood west of the corners on the south side of No.3 Highway; it was the residence of Andrus Davis and in its latter years, it served as a pig stye before being dismantled. The old Andrus Davis house was a large frame house with four fireplaces and a huge hall on the upper floor which served as a ballroom on many occasions. The old Simeon Davis hotel that was located east of Roger's Corners was of similar architecture. The old house was built in 1830. When the Temperance hall was destroyed by fire on October 6, 1908, the upper hall was used for their meetings. In later years it was the residence of Lyman Tansley.

David Sutherland, the first postmaster, was born in West Canisby in the County of Caithness, Scotland, and came to Canada in 1834. At first he worked as a teacher at Mount Pleasant, Brant County. In 1835 he was engaged as a clerk for V. W. Powell, M. P., who kept a store in Colburn, near Simcoe. Sutherland later became a manager of a branch store in Port Dover and after a time moved to Aylmer. He was in business with Alexander Crock and from 1838 to 1843 was in business with Deacon Peter Clayton. Then he had a store erected on the northwest corner of Orwell. He operated it until 1890 and then sold out and moved to St. Thomas on the 3rd of April, 1890. His wife was Eileen Temple, by whom he had six children. One son, Albert, moved to Dakota, and the other son, Fred, became a shoe merchant in St. Thomas. One daughter became Mrs. James Christie and settled in Montana. Mrs. J. Cahoon of Calton, and Mary Sutherland of St. Thomas, were the other children. David Sutherland died when he was eighty-eight years of age on December 22, 1896. Before the coming of the railways, he had to haul his goods by wagon all the way from Hamilton. In the year 1911, Eliza Jane Davis died at the home of her brother-in-law, David Davis, during her eighty-eighth year. She had married E. J. Davis in 1847 and in 1852 took part in the California Gold Rush and later settled there. After the death of her husband she returned to Orwell in 1900 to live out her life.

Orwell in the 1980s.

An earlier view of Orwell.

The founding of the saw and gristmills was the beginnning of Orwell. The first mill after the William Davis stump mill was founded north of the corners in 1817. It was a vertical sawmill powered by a waterwheel. Some boys came across part of the blade in 1903 and for years it was a curio in the local blacksmith shop. The next mills that were founded on the same site were Wickett and Turnbull's shingle mill, a turning mill, a gristmill, and later a pump factory. The mills were located at the extreme end of John and Mill Streets. The business men also operated the brickyard southwest of the corners. George Wickett was born in Dexter in 1818. Little is known of his parents except that they had three sons and a daughter. Wickett operated his mills along with his partner, Turnbull, until 1886, when one of the mills was destroyed by fire. The northwest section of the turning mill was used for pump manufacturing by his son, George, until the fire. By this time George Sr. was sixty-eight years of age and in poor health. When his son moved to St. Thomas in 1897, he boarded with him until his death. The gristmill was erected by J. S. Stevens and later was operated by Wickett until 1878. Then it was sold to Hiram Charleton, who operated it until it was destroyed by fire on January 3, 1879. Meanwhile Hiram Brown, who later took over Nathan L. Wood's hotel, established a gristmill on the floor of the valley to the east of the corners. It was in operation for years until it was taken over by Alonzo Hendershott. It was

located at the extreme end of Mill Street. Traces of the old pond can still be seen. As time went on, the local people demanded better homes, and thus local brickyards flourished. You will observe there are many cream-coloured brick houses in the area. There were two brickyards in the Orwell area. One was located south of Secord's Corners on the old Tisdale land, operated by William Skates for Cyrus Tisdale. It was later operated by Turnbull and Wickett and taken over in 1883 by Nelson Bradley. The other brick and tile yard was located south of Orwell on the old Edward Beckett farm. The depression in the ground can still be seen. The old Beckett tile yard was carried on by his widow after his death. White had a brickyard across the road and when his source material petered out, he moved to Shedden. B. F. Davenport was the last operator from 1891 to 1910.

When the Wayside Inn east of Roger's Corners closed, one or two hotels were built on the Orwell corners. According to Anderson Secord, there were three hotels, the first one being established by George Careless. It was a combination store and hotel between Orwell and Roger's Corners. The erection of the Orwell House, or the Albino House, in the mid-1850s on the southeast corner encouraged the erection of the Heredeen Hotel, or the Mansion House, on the north side of the street just west of the corners near the site of Samuel Cruickshank's blacksmith shop. Heredeen House was the scene of some violent outbursts between different factions and there were many occasions when the street was filled with men resorting to fisticuffs to settle a point. The upper balcony was used as the spectators' grandstand. This hotel, before the coming of John Heredeen, was known as the Mansion House under the proprietorship of Rueben B. Nelson. John Heredeen took over until May 7, 1891, when he purchased the Mero House in Aylmer. The old hotel was converted into a dwelling later on. The Orwell Hotel, or Albino House, had many proprietors in its lifetime, including Charles Hazen, John Tibbet, Ben Knight, William Stafford, John Reavely, David Butler, and Fred Smith. When the times went dry through the Temperance Act, the old hotel went dry as well, but this did not stop the flow of liquor. Records indicate that Charles Hazen was brought before Magistrate Glover of Aylmer on a charge of intemperance in May 1891. In fact many things happened in the old hotel that kept the local tongues wagging for years. The biggest was the Orwell Hotel Scandal in 1906. On this occasion, a member of the Liberal party was involved in a situation with a young lady. The issue grew so hot that the person accused had to leave the country. Even today, the local wits chuckle and say it was a plant set up by the opposing party and relate that it was strange how the hotel proprietor, who was heavily in debt, was suddenly cleared of his debt after the affair. One of the early proprietors of the Orwell Hotel was Benjamin Knight. He built the hotel beside the railroad tracks at Kingsmill in the 1870s and branched out from there to other locations. It is stated that he first started in the hotel business in his own village, Talbotville, where he was born in 1827. He married twice and had five children by his first wife. He served during the Fenian Raids. In later years he settled in Aylmer, where he died in 1905 at the age of seventy-nine. He left behind four daughters, Mrs. Emerson Secord of Milford, Michigan; Mrs. L. Partlow of Orwell; Mrs. Harris; and Mrs. Hill of Vancouver. He had only one son, Benjamin. (Benjamin Sr. kept a diary for fifty-eight years, but I do not know its whereabouts.) As years went by, the old hotel became a dwelling and part of it was moved eastward. On July 18, 1959, the old hotel was purchased by Frank Baerton, who moved it back from the original site and converted it into a beautiful dwelling. This occurred because the Department of Highways wanted to widen the highway.

The first blacksmith to open shop was E. Caverly; he was followed by Daniel Ferguson, Robert McConnell, James Bancroft, the Simpson brothers, and Samuel Cruickshank. I remember Samuel Cruickshank, his shop, and the many signs he had in it. One, I recall, was worded

Man is made of dust,
So, be a man,
And please settle.

Samuel Cruickshank was an active, inventive man and was the pioneer of the local telephone system. His telephone, the first in Orwell, was installed in 1909. (One person I inter-

viewed recalled that he had a faucet installed in his kitchen so that his wife could have water without going outside to the well. He had devised a method of lifting water to an overhead tank and fed his faucet by gravity, similar to the hydraulic ram used on the old Davis farm.) Back in the early days of Orwell, there were many manufacturers and other places of business. One was the machine shop of John Dill who manufactured steam equipment and mill machinery for a number of years. Conditions forced him to relocate along with John Armstrong, who had a small factory. The one factory that flourished over a period of twenty years was Edwin Ruthven Crane's match factory. Edwin was the son of James and Lois Partlow Crane, and was born on the Crane homestead, one mile west of Kingsmill, Yarmouth Township. He started school along with his brother, Duncan, at the Sheppard school north of Kingsmill, and finished his education with Lyman Teeple of Aylmer. He sailed the Upper Lakes for five summers and spent the winters in lumber camps. He carried the mail to the Grand Trunk Railway and picked up the local mail. He taught school at New Sarum when his brother, Duncan, became ill and worked out the balance of his brother's contract at S.S. No.22 in Yarmouth and S.S. No.8 South Dorchester from January 14, 1856, to the end of the school term in June. He married Mary Cutler of Yarmouth, and had four children. One of his sons became Dr. James Wellington Crane. Edwin Crane erected a grocery store and a match factory across from the Orwell Hotel in 1857. He and his wife operated both businesses. The match factory was a two-room frame building. The back room was used for the manufacturing of the matches and the front room was used for packaging and shipping. Crane was on the road most of the week, selling his matches for money or barter. The barter was in the form of groceries, which he sold in his store. He would visit all the stores and hotels in the country. The matches were made from choice blocks of pine with one end of the grain pounded to prevent splitting. Then the blocks were split crosswise and lengthwise with a special splitting knife. The split ends were dipped in bowls of brimstone, a mixture of sulphur, glue, and white lead. After drying, the matches were tipped by phosphorus. The phosphorus was obtained very cheaply from the bones of animals. After the matches were dried, six or eight girls in the factory would package them in little brown paper packages. The local people would obtain seconds by the basket for very little. The factory, which was opened in 1857, operated for twenty years and in its latter years was operated by a Mr. Talsworthy until it was destroyed by fire in 1877.

The grocery and general store of E. R. Crane became known as the Oyster Saloon because he sold oysters, a rare item in those days. He left this world in 1904, leaving behind a widow and four children: Mrs. Thomas Evans, St. Thomas; Charles Crane, farmer, of Orwell (1866-1944); Dr. James W. Crane, and Fred Crane of Orwell (1883-1957). The remaining daughter became Mrs. Eliza Monteith of Monteray, California. Mrs. E. R. Crane lived to the age of 105 years and died on January 6, 1945. The story of Duncan Crane is told in the story of Mapleton, where he is buried. Dr. James W. Crane's story is in the Iona Station section. Alfred Horton was a well-known harness maker in Orwell and district. His skill and workmanship were superb. His shop was on the northeast corner. He was a native of England who came to Canada when he was thirteen with his parents. He was in business for seventy-two years and when he died, his store was taken over by W. A. Brown. The store was destroyed by fire in April 1928. It was empty at the time and was owned by Wellington Burgess of Springfield. Robert McConnell had a tailor shop located on the present site of the school, north of the corners. D. Rivard had his shoemaker's shop on the southwest corner for many years and had in his employ A. Sinclair.

Orwell's business section over the years consisted of:

1864

Brown, Hiram J.	Gristmill
Nelson, Dr. Reuben B.	M.D. and hotel proprietor
Stevens, Thomas H.	Cabinet-maker and turning mill
Sutherland, David	General merchant and postmaster

1872

Armstrong, John	Iron founder, John Street
Beckett, Edward C.	Farmer and later tile and brickmaker
Brown, Hiram J.	Sawmill and gristmill
Caverly, E.	Blacksmith, Talbot Street
Cutten, David E. and Edward L.	Norwood Nurseries
Davis, David F.	Farmer and Justice of the Peace
Dill, Thomas	Machine shop and steam engineer
Knight, Ben	Proprietor of Orwell Hotel
Lawrence, Charles	Sawmill
Lewis, Joel	Farmer, blacksmith and turner
Lewis, Seth and Edward L. Cutten	Pail and pump manufacturers at Pumptown
McConnell, Robert	Tailor, Talbot Street
McConnell, Robert	Wagonmaker, Talbot Street
Nelson, Reuben B.	Proprietor of Mansion House and medical doctor
Norton, Alfred	Harnessmaker, John Street
Rivard, D.	Boot and shoemaker, Talbot Street
Secord, Thomas	Saddle and harnessmaker, Talbot Street
Sinclair, A.	Boot and shoemaker, Talbot Street
Sutherland, David	General merchant, postmaster, and issuer of marriage licenses, Talbot Street
Turnbull, Robert and Andrew Wickett	Shingle mill, planing mill, flour and gristmill, Talbot Street

1907

Adams, David	Miller; moved from Pleasant Valley
Beckett, Mrs.	Brickyard south of corners
Brown, W. A.	General store
Cruickshank, Sam	Blacksmith
Fyte, James	Postmaster
Lemon, H.	Barber shop
Norton, Alfred	Harnessmaker
Stafford, William	Proprietor of Orwell Hotel

1980

Bearton's Manufacturing Company	
Brandow's Arabians	
Williams Brothers	Home supplies

In the early part of 1857 a frame church was erected north of the corners. The church became part of the Aylmer circuit and for years was known as the Union Church. In 1870 it became the head of the circuit, which consisted of Orwell, Kingsmill, and Crossley-Hunter. For five years the pastors lived in Orwell. In 1909 the church became part of the Yarmouth Centre circuit until 1929, when the Orwell congregation amalgamated with St. Paul's Church of Aylmer. There was a Sunday school at Orwell for many years, and its superintendents were: Stephen Teeple, Mahlon Boughner, Erastus Doan, A. L. Kilmer, and Stanley Snelgrove. The old church is now the Orwell community hall. The original community hall was north of the church; it was known as a temperance hall and was patronized by the Royal Templars, the Orwell Lodge of the Oddfellows, and other organizations until it was destroyed by fire in 1908. This same fire took with it the barns of Mahlon Boughner.

Orwell's Schools

ORWELL — The beautiful, new, two-room public school at Orwell, built to replace the one-room union school of S. S. No. 14, Yarmouth, and S. S. No. 10, Malahide, which was destroyed by fire on May 14, will be officially opened during ceremonies to be held at the school on Monday evening starting at 8 p.m. Aylmer Times Dec 21/54

As a peek at the interesting 125-year history of Orwell schools reveals, the occasion marks the second time a new school has been opened after fire destroyed the previous building. A similar ceremony took place in the fall of 1907 after the school had been struck by lightning and completely gutted by fire in July of that year.

A search through the old school records, some of which have been charred by fire, indicates that the first Orwell school was built during the period between 1825-30. This was a frame structure with clapboard sides. The pupils' desks were very crude, box affairs, with many pupils being forced to sit on seats along the walls of the building. Attendance during this period reached, at one time, as high as 125 children.

The surprisingly high enrolment figures can be accounted for by the fact that, at that time, Orwell was a well-settled village with, as the history books relate "every promise of becoming one of the foremost towns in this part of Canada." The village, many years before the existence of Aylmer, was far in advance of it's now larger and more prosperous neighbor.

Used Until 1868

The first school, located about one block south of the main corner, was closed in 1868. On Jan. 2, 1869, the pupils, with their teacher, Miss Emeline Beemer, moved into a new, white brick schoolhouse just west of the main corner on the north side of No. 3 Highway.

It was this building which was destroyed by an early Sunday morning fire caused by lightning in 1907. Despite the valiant efforts of ratepayers to save the building, it was completely gutted.

The ratepayers lost no time in rebuilding and had the new school ready for the fall term. The old site on the highway was retained for the structure. Miss M. Dance, a sister of J. Carlton Dance, secretary-treasurer of the Aylmer and Malahide Telephone Company, who had taught at the old school, took charge of the new school. This building, lost in the disastrous fire of May 14 this year, was built, according to the records, at a cost of $2,796.14.

Members of Teaching Staff

The names of those who taught in this school between the years of 1907 and 1954 include, besides Miss Dance; Miss Frieda Held, Miss Myrtle M. Padden, Miss C. O'Brien, Mrs. Boyd Thompson, Miss Ina M. Gilbert, Miss Clara Howse, Mrs. Mac Haney, Mrs. T. Chute, Miss Grace Thomas, Floyd Davies, Herman Martin, Miss Margaret Ellis, Miss Hazel Charlton, Miss Hazel Gillott, Margaret Smith, Mrs. Irma Koleada, Mrs. Mary Martin, Mrs. Wilma Flemming and Ralph Learn. The present teacher is John Elliot.

Many of the teachers and scholars of the past have gone on to distinguished careers. The late Charles Maxwell became one of Ontario's leading magistrates; the late Dr. Warren Doan became a prominent surgeon, and the late Dr. Amoss was a supervisor of auxiliary classes in Ontario. All were former teachers in the second Orwell school. Dr. J. W. Crane, who began and completed his public school education at Orwell, was for a number of years a professor of medicine at the University of Western Ontario.

New Site Chosen

When the third Orwell school fell victim to demon fire this year, the school board decided to change the location again. They built the present fine structure on the townline road directly across the road from the Orwell United Church and just north of busy No. 3 Highway. Members of the present school board are Fred Herries, chairman; Keith Bodkin and Charles Cleaver. Secretary is Mrs. Keith Bodkin.

A perusal of old minutes of school board meetings brought to light one succinct entry which must be recounted before passing on. The entry was made after a meeting held on Dec. 26, 1906 and reads:

"A very great deal of discussion ensued over the new teacher, or rather over the past teacher, Miss Dredge. But it was all wind." Here was obviously a secretary of keen discernment.

The minutes of this same meeting also recount that the secretary was paid the magnificent salary of $12 in advance for the year 1907.

THE OTTER VALLEY SETTLEMENT

McCurdy's Corners

The Otter Valley settlement was in the vicinity of the second concession in Bayham Township on Lots 20 to 25 at a place that later became known as McCurdy's Corners. It was here that Harry Brasher erected a hotel in the 1890s. The whole settlement was centred around the sawmill of Richard McCurdy, who had a large holding of land. At first he operated with a water-powered vertical saw and later, as his business grew, he converted it over to steam power. One school was erected on Lot 21. A tileyard was started by John Edmunds further to the west. Two of the earliest settlers along this road were Jesse Corless and his wife Hannah, who settled on Lot 22. Corless donated land for a cemetery. In 1845 a small frame church was built. Some claim it was erected in 1838. It was open to all denominations until 1874. Corless's daughter, Nancy, married Emerson Bristad Hoshal, and inherited her father's farm in 1874. This marriage produced one child. Death claimed Nancy in 1887 when she was forty-six. Hoshal married a second time to Clotida Baldwin, who passed away in 1894. Hoshal married a third time to Sarah Ferris. Hoshal had five children by his marriages. He died in 1932 and his third wife passed away in 1946.

About 1874 an aggressive Baptist named Elder Fitch, who at the time was in charge of the church in Port Burwell, managed to get the church deeded to his own denomination so that the Baptists could have exclusive control of it. When Corless was on his deathbed, and not responsible for his actions, Elder Fitch brought the deed of gift to him. Not knowing the contents, Corless signed the documents. From that point on, the church became the centre of unrest. Later, a feud started up between Pastor Walker and Mr. McCurdy. The church became known as the McCurdy Church and was accepted as such with Mr. McCurdy putting a great deal of time and effort into the church until 1901. Until then the church was part of the Port Burwell circuit. In 1901 Reverend Walker moved from Teterville, purchased the Edmund farm, and organized a new circuit comprising the McCurdy Church, North Road Church, and the Second Houghton Church. Pastor Walker had been in charge for a short time when two female evangelists of the Moravian Brethren asked for permission to hold a special service at the McCurdy Church. The consent of the deacons was readily obtained, but Pastor Walker objected to the church being used by any but those of his own denomination. He was backed by Elder King of Port Burwell, who refused to allow the church to be opened when the congregation arrived. This was one of the things that helped to split the congregation, many of whom were alienated by Pastor Walker's bigotry. An invitation was sent to Reverend Sanderson, pastor of the United Brethren of Vienna, to come and hold services once a week in the McCurdy school. After some persuasion, Sanderson accepted the invitation. About 1905 the church congregation split into two factions when some deacons accused brother deacons of selfish actions. The pastor and some of the officers were dismissed. This did not stop the pastor, who carried on preaching outside the church because the doors were locked against him. This action so angered the faction that they finally broke open the door. The next Sunday, the pastor preached a harsh sermon for the edification of his unruly deacons. The meeting that followed (September 24, 1905) ended in a brawl and blood was sprinkled upon the altar. A church trial was held before Reverend Norton, president of the Baptist Mission Board, and the assault case was brought before Squire William Backhouse, the local justice of the peace, and County Magistrate Squire Francis Hunt at Port Burwell.

PAYNE'S MILLS

There is a little centre halfway between Frome and Talbotville on No.3 Highway. It was here that William Sells settled in 1818 on Lot 33 on the south side of the road. William Sells, who was Pennsylvania Dutch, arrived at Port Dover in 1798 at the age of ten. When the 1812 War broke out, he joined the militia and fought at Lundy's Lane, where he was wounded. After the war, he moved to this locality. He was the first and only blacksmith in the area for years. He built Selldon, where he lived all his life. He passed away in 1862. The Selldon home was kept in a marvellous state of preservation by K.W. McKay, who was the grandson of the builder. When he passed away, the good work was carried on by Scott McKay.

Before the establishment of the mills by Henry Payne, there was a mill operated by James Jackson. James Jackson was a most unusual man of many talents. It seems that after he gave up the sawmilling business, he decided to become a circuit preacher. He was without any college training, but allegedly could speak seven different languages and could preach in any tongue. James Jackson's circuit reached from Windsor to Long Point, which he travelled on horseback. He often preached at the old school at Frome. A story is told of a night when the saddlebag preacher was on the circuit and his horse became stuck in the deep mud of a pine forest. After a terrific struggle to pull his horse free, he led his faithful friend along a road until he came upon a small shanty. He was by this time very tired and hungry and so he knocked upon the door. The people within welcomed him by offering the hospitality of their little home for the night. These kind folk offered him his supper, which consisted of a bowl of mush. And after the bowl was washed and filled again, it was handed to another member of the family until all were fed. They then brought his horse in and tied it at the foot of Jackson's bed.

In 1834 Henry Payne, a native of Cornwall, brought his family to this area and purchased the farm of Squire Matthews, a Welshman, for $1,800.00. Squire Matthews returned to Wales. Henry Payne, Sr., being a carpenter, built two flour mills in this section, described as No.1 and 2. This mill was built in 1839 on Lot 35 South, on Kettle Creek. It was lost to the flames in the early fifties and was rebuilt, but soon burned down again. It was never rebuilt. No. 2 mill was built on Lot 34 North, on Kettle Creek in 1840. It was built on the same dam as the Jackson sawmill. These mills became the property of Henry Payne, Jr., who operated them for many years. He sold out to J. Walker, who lost the mills through fire in 1888. They were never rebuilt. Another mill was built by John Sells. It was a steampowered saw and gristmill on Lot 33, on the south side of Back Street, just east of the home of William Sells. The mills operated for several years but fell victim to competition from other fields. While we are on the subject of old mills, I must mention the old sawmill located north of this little settlement. This steampowered mill was operated by John McGugan and was located on the north side of Concession 3, Lot 24.

The first cheese factory was erected by William Carlyle on Lot 33 on the north side of Back Street during the 1870s. In 1910, the cheese factory was operated by Nat Firby. After his death, the business was carried on by his widow with the assistance of Harry McDack. Mrs. Firby finally sold out to Percy Silcox, who was in business for years until the factory closed. Then Walkerville Dairy Industries made the local pickups. The old building was later used to raise turkeys. The property is now owned by Arthur Williams. Another cheese factory at Payne's Mills was located on the south side of Highway No.3. It was later dismantled and rebuilt in Fingal.

The old cheese factory.

The name Berdan is linked with the history of Upper Canada and the settlement of the United Empire Loyalists. Albert Berdan, a U.E.L. from New Jersey, settled in the Long Point district in 1796. Samuel Berdan, his son, chose to settle in this area and selected Lot 36 North, and started farming, but he did not enjoy the fruits of his labour as he was a sick man for thirty years before he died at the age of sixty-six. Jacob Berdan, his brother, settled on Lot 36 South, and had a large family. His sons, Isaac Freeborn and Francis, found the skeletal remains of a mastodon with seven-foot tusks in the swampy part of Lot 36 in 1858. This skeleton is now in the Niagara Falls Museum. Francis and Isaac left for the Cariboo Gold Rush on April 5, 1862. It was a journey that was to take nine months and nine days. Shortly after their arrival, Isaac died of mountain fever. Jacob's only son Albert remained at home and became a prominent farmer.

The land of Jacob Berdan was the scene of much activity when in 1843 a group of Mennonites came from across the lake and held camp meetings there. This group became known as the "Millerites," followers of a movement founded by William Miller, a New England farmer who preached the Second Coming of Christ everywhere he journeyed. Miller began his teachings in the summer of 1831 in his own neighbourhood, but the movement soon spread. In a short time Miller had fifty thousand followers, and the Millerites organized for the day of the "Great Arrival," which was predicted to be March 21, 1843. Millerism hit Tyrconnell so hard it broke up the congregation of the Methodist church. Some were saved from making fools of themselves by the timely arrival of Reverend Swan, who through revivals brought many people to their senses. When the great day arrived, the Millerites flocked together on tops of hills and in open fields, but nothing happened. There were many cases of hysteria and some deaths. Seeing that the prophecy had failed, Miller covered up by stating that he had made a mistake in his calculations and that the event would take place the following year. Again people went through preparation and worry. Business men sold their businesses and homes were broken up. When the time arrived, the people again flocked to hill tops, to churchyards and onto the roofs of houses. Many arrayed themselves in white garments, but again nothing happened. This second failure wiped Millerism out for good. Millerism hit eastern Ontario harder than western Ontario. In the year 1869 another confused man of the cloth whipped the people into hysteria when he predicted the Second Coming would occur in the spring of 1873. When it did not, Reverend James Caleb McIntosh of Centralia moved the date ahead to 1884. With this going on, the Berdans and all others involved ceased to work and planted no potatoes or seed of any kind, and when the Second Coming did not occur, they had no food for themselves or their livestock. They were forced to sell part of their land in order to live until another planting season came.

The nearest school in this area until 1832 was located at Talbotville Royal. Seeing the need for a more centralized school, William Sells urged others to consider the possibility. In 1832 money was raised to purchase nails and shingles. The dressed lumber was prepared by James Jackson, who operated the Jackson sawmills, and the carpentry work was done by Jonathon Wade. Jonathon Wade was by trade a ship's carpenter and like a lot of seamen, he decided to "swallow the anchor" and settle down. In 1818, he drew Lot 35 North. In 1828 he built a large flat-bottomed boat for a Mr. Smith and hauled it along North Street on a wagon to Byron, where it was launched. Smith moved his family and goods to the area around St. Clair River. The Thames River was being used more and more for transportation after the War of 1812. The first school was known as Wade's School. Andrew Boyd was the first teacher. In 1862 the second school was erected on Lot 36 North. The site was purchased from Henry Payne. The third school was built on the same site in 1889. It was built to include both No.18 and No.7 school sections. This site was used again because the people felt the mill-pond was a danger to the children. The third school closed in 1969. School Section No.18 was located in the area known as the Clergy Reserve, Lot 24, Concession 4. Here a log schoolhouse was built on the south corner of the lot. Donald Munroe was instrumental in its construction. The first trustees were Isaac Gilbert, Donald Munroe, and William Mulligan. The first teacher was James Harshaw. The log schoolhouse was destroyed by fire in 1857 and for ten years there was no school. School Section No.18 united with No.7 in 1876. The first postmaster of Payne's Mills was Mrs. Ira Lewis, the wife of the railroad switch tower operator. Mrs. Lewis set up the post office in her own home. In the beginning she did not have the proper letter bins or boxes and had to use the rungs in the back of her chairs.

In the days before there was a church at Payne's Mills, religious services were held in the school. A framed ediface was finally erected for the Presbyterians just east of the school, with the first minister being Reverend B. P. Brown. Another minister, Reverend Jenkins, who was a Free Will Baptist, came here from New York State. Jenkins was a saddlebag preacher who toured Upper Canada visiting out-of-the-way places. On one of his visits to Payne's Mills, he baptized twenty-two people in the waters of Kettle Creek. When the old church was torn down, a union hall was erected on its site. This hall was later turned into a community hall. The church was closed in 1925 when the United Church of Canada came into being. Because there were United churches at Frome and Talbotville, services were withdrawn. The Gleaners, a group of women,

The Henry Payne house, later the residence of Nathaniel Berdan. More recently it was owned by Vermont Pow.

carried on their valuable community work after the church closed. They also assisted the Red Cross during World War I. In 1927 some of these women joined with Talbotville and formed the Women's Institute. Its first president was Mrs. W. H. Sutton. The Women's Institute grew so large that it had to be divided into two units. Again Mrs. Sutton became the first president of the Payne's Mills branch. The community hall was acquired from the trustees and was in use until 1961. At this time it was sold to the Department of Highways to make way for the widening of the highway. An acre of land was purchased next to the hall and a new hall was built in 1961. The Payne's Mills Women's Institute became a branch of one of the largest and finest organizations in the world, the Associated Country Women of the World. Mrs. Vermont Pow became its president.

When the Canada Southern Railroad put their tracks through Southwold Township in 1872 and 1873, they decided to install a branch line to service the St. Clair River area. A junction was created on Lot 34 for that purpose. It became known as St. Clair Junction. A switch tower was built when the Great Western Railroad put in a branch called the Air Line. The last known operators of the switch tower were a Mr. Smith and Ira Lewis. The St. Clair branch was closed in April 1960, and the stations at Payne's Mills and Southwold Station, along with the tracks, were removed in the summer of 1966. The last locomotive unit to be used on the run was "Old Granny."

PLAINS' CORNERS

Plains' Corners is located east of the village of Union on Elgin County Road No.27 in Yarmouth Township. This portion of South Yarmouth was called Plains by the Indians. It was one of their favourite areas to grow corn, which they did in small clearings in the woods. Alonzo G. Hannon recalled that when he was a boy, corn rows could be seen in the southern part of Lawton's woods, near White's Station. In 1831, Baptists in the southern part of the township organized a church at Plains. The church served for one hundred and fifty years. Later a wide foundation was poured so that it could support a veneer of cement blocks. In the summer of 1981, a new red brick ediface was built next to the old one. The old church was sold and moved to Sparta to serve as a garage and warehouse. The burial ground across the road is located on land donated by Christian Zavitz. (According to the late Garwood Zavitz, the land was donated by the brother of Jacob Zavitz, Thomas Zavitz.)

These corners were also the scene of a cholera epidemic that took place in July 1832. A victim of the epidemic was Dr. Hawkins, who lived near Plains on Lot 8, Concession 4 of Yarmouth Township. He settled there in 1820. When the epidemic broke out, he offered his services but became a victim himself. His death was a great loss to the area and this increased the load on Dr. Daniel and Dr. Burgess. His death sent a wave of fear throughout the district, and when his good wife came down with the disease, they removed her from the residence and put it to the torch. They then isolated her in the old school, and when she died, they burned the school down. For many years after the original site of the Hawkins house was avoided by anyone passing by. In fact, it got so bad people would detour down another road. The sons of Dr. Hawkins were adopted and became millers and farmers. C. Hawkins operated a sawmill just north of the corners, while his brother, George, farmed across the road. The old Hawkins sawmill was originally erected by Abraham Zavitz, and it was in later years destroyed by fire. This location later became the site Dadson's mills. It was here that William A. (Raymond) Dadson operated a sawmill, chopping mill and a cider mill for thirty years. Samuel and John Dadson farmed in the area. Their brother Ivan took up residence in Aurora. William Dadson, Jr., spent the remaining seven years of his life as a real estate agent in Port Burwell. He died on May 14, 1964. Richard A. Sanders purchased the mill site and rebuilt the old dam with a concrete spillway. When Sanders left the area, his property was taken over by his brother Frank. In 1981 Sanders installed a water turbine to operate his electrical unit. It is known as "Sandam."

PLEASANT VALLEY

There were two Pleasant Valleys in Elgin County, one in Yarmouth Township and the other in Bayham Township.

Nestled in Catfish or Orwell valley at the eastern end of the fifth concession of Yarmouth Township was a little settlement that grew around the gristmill that was built for Colonel James Baby and was operated by Selberky Brown. It was located on the south side of the road at the foot of the east hill; the mill-pond stretched northward up the valley on the east side. This land is now owned by William Vanidour. Later Cornelius Mills erected a sawmill next to the gristmill; it was powered by an undershot wheel and operated a vertical saw. As the settlement grew, a side street was laid and three houses were erected for the mill-hands. When David Adams took over the property, he established a post office and general store, which were located west of the property of W. Higgs. (By this time only the sawmill was in existence.) The eastern portion of the valley, Lot 26, was once the farm of Samuel Bagnall, a wealthy farmer, who after a long period of sickness, ran into financial troubles. He died on February 12, 1882. The future development of this settlement was doomed by the scarcity of timber and the destruction of the mill-dam. One by one the buildings fell into decay and disappeared, leaving behind some concrete foundations.

Near the site of Wilsonburg and northwest of Straffordville on the Little Otter Creek in Bayham Township, an Irishman by the name of Robert J. McNaughton erected a flour mill that became known as the Pleasant Valley Flour Mill. It was the usual type of mill with a single run of stones and an overshot waterwheel. The mill was perched on top of log pilings beside the Little Otter Creek. The mill was supplied with water by twin flumes. These flumes were made of banks of earth instead of the usual planks, logs and hollowed pine logs. One flume took the water from a small brook and the other took the water from the creek. The earthen flume needed con-

A millstone from the Pleasant Valley grist mill, now located on the Pearce farm at Jaffa.

stant repair. After McNaughton's death, the mill and dam were swept away in a flood. Robert J. McNaughton purchased the old Loder Hotel, which was west of Sandytown or Straffordville, on the south side of the road. He converted this hotel into a store, and since he did not like the name Straffordville, he had a sign made up naming the community "McNaughtonville." This sign he nailed to the side of the store and it remained so until one Halloween night when the local boys removed it and tossed it into the nearby mill-pond. Walter Stansell thought that the boys had been encouraged by the local business men. One day McNaughton realized that there were more men in the locality than women because of the large number of lumberjacks and sawmill workers who worked in the twenty-seven or twenty-eight sawmills located in the township turning out lumber for the shipyard at Port Burwell. McNaughton decided to go back to the "Auld Sod" and encourage young women to come to Canada for the purpose of marriage. His idea was welcomed by the lumbermen. It was an excited group of males that greeted the ship *Flora Anna* at Port Burwell. It is said that McNaughton's wife was one of the women on this ship. McNaughton died in 1871 at fifty-two years of age. He and his wife are buried in the Straffordville Cemetery.

PORT BRUCE

Catfish Harbour

Port Bruce was first known as Catfish Harbour and remained so for ninety years until 1851, when it was renamed Port Bruce in honor of the eighth Earl of Elgin and Kincardine, then Governor General of Canada. The first visitor of note to ever visit this little port was Sir William Johnson on August 24, 1761, when he took advantage of the place to repair some of his damaged boats. At the time he was on his way to Detroit. His expedition consisted of eleven boats and two canoes.

Marine History

Catfish Harbour was a port of considerable importance from 1840 to 1860. In 1851, Amasa Lewis began buying grain and shipping it out of Port Bruce. He found it necessary to build a four-hundred-foot pier, dredge the mouth of the Catfish to a depth of eleven feet, and erect a large warehouse. The roads into the port were in terrible condition. Lewis organized a bee of forty men and had a road cut through the bush to his dock. Levi Young, one of the historians of Port Bruce, recalled that Amasa Lewis had a schooner built in the Port Bruce shipyard. It was named the *Alma Munroe*, and operated between Buffalo and Detroit for many years. Amasa Lewis left Port Bruce in 1868 and took up residence in Aylmer. Here he purchased the Commercial Hotel (which later became the Brown House), and operated it until 1871. Then he leased it to E. Copeland and still later to John Tibbetts. He finally sold it to Hiram Brown in 1875; it was razed by fire two years later. Amasa Lewis went into the contracting business and one of his contracts was the grading of the railway beds for the Great Western Railroad out of Aylmer. He also built a large warehouse near the railway station.

Between 1850 and 1880, the farmers depended on the sale of grain for their chief source of revenue. The market at Port Bruce afforded not only a convenient place to sell grain, but because of the low cost of water transportation, better prices could be had than at inland railroad points. Grain was hauled from within a few miles of London, Dorchester, and Ingersoll to the four large grain warehouses. After the farmers received their money, they often stayed in Port Bruce to celebrate at the various hotels. The cash used to pay them was brought in from St. Thomas as the occasion demanded. In those days there were no $1.00 and $2.00 bills, and change up to $5.00 had to be made with silver and copper coins. One of the exports from Port Bruce was peas, which were sent to Quebec. They were also marketed in the United States to be used in the adulteration of coffee. The early grain and vegetable buyers were Andrew Hume, Captain Thomas Thompson, Stephen Davis, and Amasa Lewis; each had a large warehouse or elevator.

Port Bruce also at one time was noted for shipping lumber, cedar shakes and barrel staves that were manufactured at the various sawmills located along the creek and in the district. Because of the scarcity of loose coins and paper notes, shingles were often used as a means of barter. There were so many sawmills on Catfish Creek at one time that the saw dust interfered with the fish life in the creek. To meet the demand, Amasa Lewis built a four-hundred-foot pier so that the ships and schooners could be loaded easily. Before that the goods had to be barged out in scows. When the timber grew scarce, Port Bruce started to decline. In the year 1855, a government agent visited the port. As a result, $6,000 was granted for harbour improvements. During this period the road between Port Bruce and Aylmer was completed. The Port Bruce and Aylmer gravel road was built by a company which installed tollgates to pay for the road. The road com-

pany lost money on this deal and soon mortgaged the road to the township. The corporation in 1860 took it in payment of the debt and then sold it with the harbour to Sheriff Munro in 1869. The road was bought back and the tollgates were removed in 1874. The sawmill in Port Bruce was located east of the old bridge site, at the north end. The logs that were cut in the countryside were dragged to the top of the hill overlooking the sawmill and allowed to roll down the hill into the yard. There was another rollway for logs from the top of the hill just south of the edge of the ravine that opens to the creek. When the importance of this port began to fade, the homes in the locality were removed to adjacent farms. The warehouses were dismantled, as was the little church north of the village. Port Bruce was improved when a new pier was completed in the summer of 1949.

Businesses

Port Bruce once boasted of having three hotels, four warehouses, and two stores. At one time there were also two blacksmith shops in Port Bruce. One was located south of the bridge (now removed), and it was opened by George Wonnacott. After his demise, it was carried on by his son, William. George Wonnacott had three other sons, George Jr., John, and Charles. Young George served many years on the Great Lakes as a cook; he died in London. John moved to St. Thomas, while Charles operated the general store at Copenhagen for many years. Its first post office was opened in 1855 with John A. Hogan being the first postmaster. Other postmasters were George Sherriff, Charles Fraser (six years), Amasa Lewis (1863-1867), and Captain Thomas Thompson (thirty-seven years). The last postmaster, according to Dr. Robert C. Smith of Carleton University, was Edwin Smale, who took over the office in 1905 and carried on until 1920.

The businesses of Port Bruce in 1864 were as follows:

Fran, Charles	Provincial Land Surveyor.
Hume, Andrew	Produce dealer.
Leeder, Robert	Machinist.
Lewis, Amasa	Forwarding and produce dealer.
Moore, Lindley	Real estate dealer. *One of the early settlers, he came from Nova Scotia and settled on Lot 6, Concession 1 of Yarmouth Township. He was also a farmer. He married Esther Delight Sprague. Death came in 1914 when he was eighty-five. His wife died in 1925; she was eighty-two.*
Tomlinson, Andrew	Hotel.

Two years later, there were the following:

David, S. H.	Commission merchant.
Lewis, Amasa	Commission merchant and operator of Mansion House.
Martin & Nairn	General merchants.
Mulo, James	Wagonmaker.
Port Bruce Hotel	
Shaw, James	Herb doctor.
Shiply, E.	Blacksmith.

Population: 200

In 1908, the business section was:

Burrough, Jason	Builder
Kimber, Henry	Hotel.
Thompson, Captain Thomas	Postmaster.
Young & Sons	General store.

One of Port Bruce's hotels was located west of the old bridge site and was at one time operated by Messrs. Hewitt and Sidney Parker; it was destroyed by fire in the late 1870s. The second hotel was located between the Commercial House (Rocobore Inn) and the old bridge. It was dismantled after the Second World War. At one time it was used as a general store by John Eakins of Sparta. This old frame hotel is believed to have been built in 1854 or 1855. While it was under the proprietorship of Lindley Moore, it was known as the Commercial Hotel. Amasa Lewis was the next proprietor, followed by Thomas Bowman. Captain Thomas Thompson was the next proprietor. He was born in Whitehaven, Cumberland County, England, in 1820, came to Canada in 1823 and settled in "Muddy York" (now Toronto). His father was a carpenter who taught him how to make window sashes. He decided to become a sailor and rose to the rank of captain. His first vessel was the *Sorrel*. It was owned by a Montreal business man, Mr. McDrund, who also owned the schooner *British Queen*. The ships traded principally between Montreal, Bear Creek (now Sydenham River) and Bruce Mines carrying grain and copper ore. This was in the days when harbours were dangerous places not marked by beacons. Captain Thompson's store stood where Amasa Lewis once had his warehouse, just two hundred yards from the water's edge. When James Walsh had the hotel at Port Bruce in the early eighties, he changed its name to Lakeview Hotel. When Harry Kimber took over the hotel in the 1890s, it was felt the name should remain because of the unobstructed view of the lake. Another proprietor of the hotel was Delphine Burroughs, son of Jason Burroughs. Jason Burroughs, native of New Jersey, was a millwright and when he first came to Canada, he settled in Port Stanley and there plied his trade. He later worked as a millwright in Jamestown and Pleasant Valley. He died on November 16, 1893, at the age of seventy-nine leaving three sons and two daughters. The next proprietors were John Sheppard, J. C. Pankhurst, John Reid of Copenhagen, and Henry Kimber. Kimber renovated the hotel in 1891. Other proprietors of the hotel were William Sims, George Johnson and Clark Johnson. While under the ownership of the Johnsons, the name was changed to King George's Pavilion. Under the proprietorship of William Henry Heard, who took it over in 1922, sweeping changes were made. The first thing he did was to move the building, which was on the corner of Water and Hale Streets, back thirty feet, replace the old veranda and renovate the interior. He renamed it the Rocobore Inn after the legendary sheep of Port Bruce. The one notable feature of Port Bruce for many years was the paths left by the sheep on the hillsides. When the tourists inquired as to their origin, the local wags answered that they were made by the Rocobores, a special breed of sheep that had long legs on one side of their bodies and short legs on the other. William Henry Heard of St. Thomas was a heating engineer and founded his business in 1914. He also had a controlling interest in the old Red Foundry on Centre Street in St. Thomas, and was owner of the Aylmer Scale and Pump Company. He died in 1937. The next proprietors of the old hotel were Dr. Homer McLay, Ralph Wilson, Ivan Steen, R. S. Sheppard, Frank Benedict, Frank Grob, Robert Hunter, Samuel Coalie, and Harold Collins. R. Fitzpatrick ("Pat the Diver") operated the bath house on the beach and rented out boats for many years. He taught many children how to swim. Pat also owned and operated the Port Bruce Ice House. He drowned in December 1940, and was buried in the Aylmer cemetery. Stanley J. Stephens in *Port Bruce as I Have Known It* states that Pat fell into the creek because of failing eyesight.

Captain Thompson's store was later taken over by Samuel Mitchell. According to George Smale, Mitchell was involved in the McIntosh murder case. Samuel Mitchell was the proprietor of the Lawrence Hotel at Lawrence Station for two years. He first located in Port Bruce, and he and his wife Sarah lived in a house on Water Street until 1880. He was the father of two daughters. It was while they lived in Port Bruce that Alexander McIntosh came into their lives. McIntosh took more than the usual interest in Mrs. Mitchell and this was the beginning of a secret affair. After Samuel Mitchell left Lawrence Station, he moved to Aylmer and operated a hotel in Aylmer and hired McIntosh as a bar tender. The affair continued. In 1884 Mitchell moved to St. Thomas, obtained a job as a teamster for Reiser's Brewery, and took up residence at 26 Isabel Street. McIntosh moved into their house as a boarder. Mitchell for a long time had felt that there was something going on behind his back and openly complained to his mother, stating he could

not stand it any longer. He shot and killed his wife's lover. He was found guilty and sentenced to penitentiary for ten years. He served his time, returned home and got his old job back. He lived to the age of fifty and died in 1898.

Schools and Churches

A frame school was erected in 1854 northwest of the old bridge to serve the needs of the village. The first teacher was Julia Vansickle and the first trustees were Alexander Fraser, Amasa Lewis, and William Murdie. The building was renovated in 1891 by T. Wooster of St. Thomas. The school was closed in 1964. It was purchased by Bernard Stark and converted into a residence. The Sunday school, which was brought into being by Mr. and Mrs. Robert McQuire of Detroit when they purchased a trailer park in 1927. Mrs. McQuire was the Sunday school superintendent for many years. According to George Smale, there was an old warehouse located opposite the church. It was at one time a grain warehouse for the flour milled at Jamestown. He stated that it was later used for a town hall and a church. Santa Brigitto, a Roman Catholic chapel, was erected in 1925 at Port Bruce. It was a gift from J. A. McNamara of St. Thomas. The contracting was done by C. A. Smith of Aylmer. It was opened and dedicated by Vicar General O'Connor. The chapel was located on the northeast corner of Rolph and Walnut Streets. The church served the district until 1942 when it was closed and moved to Port Burwell. This happened when Our Lady of Sorrows was built in Aylmer.

In 1890, a frame church was erected west of Rolph Street, but I believe the church was built before that because the deed to the property (Lots 15 and 16) was registered on January 23, 1863, completing a deal between Mr. and Mrs. W.D. Davis and the trustees of the Wesleyan Methodist church. George Smale said the church was first erected as a Union church. In the 1890s the Methodists took the church over. It was sold to Irvin Smale on May 22, 1912. He moved it and converted it into a dwelling. It was later destroyed by fire. The United Church Sunday school was erected in 1953, almost opposite the site of the old Methodist church. It was dedicated by Reverend H.D. McCormack in May of 1954. The very Reverend Jesse H. Arnup carried on during the summer months.

Miscellany

According to Stanley J. Stephens, Ormond Beach, at one time part of the village of Davenport, was purchased by Lorenzo Banghart; the purchase was a package of fifteen acres. The land

The stone castle, Port Bruce.

was later purchased by a Mr. Wilson, who named the beach area after his daughter, Ormond. He later sold it to a Mr. Ransome in 1945. In 1947 the beach and park were sold to a group of Jewish families who changed the name to Wingate Lodge after Major General Orde Charles Wingate, who fought in Burma during the Second World War. Since 1938, I have been fascinated by the stone castle on Hale Street in Port Bruce. It was erected for the purpose of being used as a summer residence. This unusual structure was erected by Aylmer Ellsworth and his son, Lawrence. Aylmer Ellsworth was a skilled mason. Three years later the house was broken into and robbed of all its furniture. This so discouraged the Ellsworths that they locked the castle and refused to use it for seventeen years. In 1953, they changed their minds and renovated the castle. It had two stone fireplaces while in front Ellsworth built a large fishpond crossed by a stone bridge. Ellsworth built a second and larger stone house complete with a turret on 269 John Street in Aylmer. Ellsworth died in 1964. His wife Cora passed away in 1957. It is said that Ellsworth built this house for his son, Lawrence, and his wife and family. Lawrence died in 1977 at sixty-three. He was followed by his wife Phyllis in 1978. Mr. and Mrs. James Stockford reside in the house at the present time. I understand Mrs. James Stockford is the daughter of Lawrence Ellsworth.

Because of the shallow harbour, only small ships could be fully loaded at Port Bruce. The larger ships were partially loaded here, then sailed to Port Stanley to receive the remaining portion of the cargo. When the port was at its peak, it became necessary to erect a lighthouse on the end of the west pier. The lighthouse was a frame shanty with a tripod for the light mounted on the roof. The storm lantern was hauled into place by means of a block and pulley. The lighthouse, in later years, was destroyed by heavy waves during a storm. Many ships were built in the shipyards at Port Bruce, all of small tonnage because of the shallow waters. Like any port, Port Bruce was also the scene of marine losses. The following ships were lost off Port Bruce:

Burlington, brig, 20 tons
Crevola, schooner, 27 tons
Globe, bark lost between Port Bruce and Port Burwell, 19-20 tons
J. P. Mack, bark, 30 tons
Marselliott, schooner, 25 tons
F. L. Wells, schooner, 33 tons

At one time a number of ships were anchored at Long Point to seek shelter, and Captain Thompson was on one of them. When the weather appeared to clear, they prepared to sail away, all but the ship under the command of Captain Pollock of Port Stanley. This resulted in the fouling of the rigging, which took many hours to clear. During that time, the weather worsened and the ships were forced to reanchor in the waters on the leeward side of Long Point. Later Captain Thompson visited Captain Pollock and asked him why he hesitated to lift his anchor. With that he was invited into the cabin and Captain Pollock pointed to an iron image of a Negro hanging on the wall and exclaimed, "He told me not to go and he never lies." This was the Captain's only barometer. He had noticed that it changed with different atmospheric conditions. Captain Thompson was wrecked several times. In 1837 when Captain Thompson was a lad of seventeen, he responded to the call to protect his country and native town from the rebels. Ten years later he married Mary Wallace. She died two years later and left a daughter. Soon after his wife's demise, he gave up sailing and went westward with the intention of settling near the Sydenham River, but a chance meeting with Mr. Chisholm at London induced him to come to this vicinity. He was first employed in a distillery at Jamestown, and also entered the mercantile business with a man by the name of Jones. However, this did not turn out well and Jones left the country, leaving Captain Thompson to face the creditors. Mercantile, grain, fishing and other business interests occupied his attention until 1880, when he retired from active life and lived in the beautiful home that Amasa Lewis had built in Port Bruce in 1860. In his busy life he had been postmaster, constable, customs officer, magistrate, hotel keeper, and general merchant. In his last days he was cared for by Mrs. Gibson, his daughter. He died on April 27, 1910.

PORT BURWELL

Growth and Development

Port Burwell is located at the mouth of Otter Creek in Bayham Township.

Many people have collected historical data and written about Port Burwell. Some copied what others had already written and claimed it as their own, while others uncovered new data. Some people who have written about Port Burwell down through the years are Mrs. Helen Wolfe, Ida Louise Haggan, Martha Briggs, T.H. Mason, C.H.J. Snider, W.E. Phillips, Mrs. Cora Meyer, H.O. Alward, Warren Miller, Lillian Rea Benson, Mabel Burkholder, Louise Hatch, E. Robson, Karl Goodwin and Dave Dauphinee of the *London Free Press*; Jim Havenor, Ric Dolphin of the St. Thomas *Times-Journal*, Wallace Loucks, his wife Edith, and their son Thomas. Wallace C. Loucks founded the *Weekly Enterprise* in 1914 and printed the newspaper in Port Burwell until the printing office was destroyed by fire in 1926. Wallace C., a native of Clear Creek, was a tramp printer until he settled down. He learned most of his skills in the Dakotas and when he came to Port Burwell, he set up a newspaper and operated it until his son, Wallace E., took over the shop after he left for Whitby. Later he started the Vernon *News* in Vernon, B.C. Wallace E. Loucks, after leaving Port Burwell, worked in a number of print shops, going to Frankford in 1940 to start the Frankford *Advocate* for the LaFontaine brothers. The paper was later sold, and Loucks started the *Advertiser* in 1955, which is now operated by his son, Thomas. Ralph, brother of Wallace E., also operated a newspaper in Port Burwell. It was also called the *Enterprise*. It was published for only a short period. Ralph's two sons went into printing and have businesses in Saskatoon and Montreal. Another newspaper that covered Port Burwell and district was turned out by J.A. Ker. It was *The Weekly Packet*. Other writers on the early days of Port Burwell were Don Murray of the *London Free Press*, Tony Hodgkinson, George Kilmer, and Lyal Tait.

In 1810 Colonel Mahlon Burwell started surveying the Township of Malahide. The following year he ran a line for a new road northward to join up with the new settlements in Westminster Township. Next he was commissioned to extend the Talbot Road from Southwold to Amherstburg. He was assisted in the survey of London Township by his brother, Lewis, who had qualified as a deputy-surveyor in 1818. Another brother, John, was also in the party, acting as a chainbearer. Colonel Burwell was the man responsible for surveying Port Burwell. After the War of 1812, Colonel Burwell resumed his surveying and managed to complete the survey of Bayham Township by 1818. In 1830 the Colonel took up three lots at the mouth of Big Otter Creek and laid these out for a village and lake port. He is said to have given free grants to the first settlers. Colonel Burwell selected the site as the most promising lake port on the north shore of Lake Erie. He organized a harbour company for the development of a great lumber industry. On July 12, 1833, he deeded about six acres (part of Lot 11) to the president and directors of the Port Burwell Harbour Company. This company was under the direction of Alexander Saxton, who spent £3,000 to develop the harbour. In 1840 the land owned by the Harbour Company was surrendered to the Crown. After that the harbour became the property of the government. When Colonel Burwell surveyed the site of Port Burwell in 1830, he was surprised to find one house there. Some say it was a shanty near the mouth of Otter Creek and that it was occupied by a Mr. Carmichael and his wife, Hannah. It was claimed by some old timers sixty years ago that Mr. and Mrs. Carmichael were the first settlers in Elgin County, having settled at the mouth of the Otter

The Burwell home.

Creek in 1787, some six years before James Fleming settled on Lot 6, Concession 1 of Aldborough Township. In fact there are records of many people who settled before the arrival of Colonel Talbot in 1803. Some fled the United States after the War of Independence in 1776 and settled in places such as the Long Point area. The next house at Port Burwell was built by a Mr. Hollywood; he also erected a tavern in 1832. He was one of the founders of the Harbour Company.

In 1842 Leonidas Burwell, the Colonel's son, married Phoebe Jane Wrong, daughter of Gilbert Wrong of Grovesend, and settled on the west bank of the Otter Creek. Here he erected a beautiful home and called the estate "Beechwood." It was continuously inhabited by members of the Burwell family until the death of Mahlon G. Burwell in 1930. Leonidas Burwell was one of the seven sons of Colonel Burwell. He was a quiet, unobtrusive well-read man with a kindly disposition. According to T. H. Mason, he was the first member of Parliament to advocate a free public school system. Mahlon G. Burwell lived in the old Burwell homestead after his father Leonidas died until he sold out. His wife Alice died in 1901 and his son John took up residence in Waterloo. Mahlon's daughter May became Mrs. Little and moved to Toronto, as did his sister, Mrs. A. Youell. His daughter died in 1928 in Toronto. Burwell died there on December 11, 1930.

For a time it was thought that Estherville, which sprang up north of Port Burwell, along with Saxtonville, would become the centres of the settlement, but Port Burwell's location had more to offer. The businessmen who had already established themselves in these places moved to Port Burwell, and Estherville and Saxtonville faded. By 1836 the population of Port Burwell was two hundred.

Port Burwell's boom period took place during the time when oak trees still grew in the Otter Valley and were in demand by the shipyards and builders. The stave industry also brought much business to the district. The boom lasted from 1840 to 1850. At the peak, there were twenty-nine sawmills operating in the district. Two to four hundred shiploads of lumber were shipped out of Port Burwell annually, and there were also timber rafts two miles in length towed out of the port for distant ports. The stave industry annually shipped out to Quebec some 100,000 pipes (large wine casks) and from 400,000 to 600,000 staves for the West Indies. In 1845 the exact number was 109,658 pipes and 624,707 staves. Pine trees, however, greatly outnumbered the oak trees and it was because of the abundance of pine trees that the lumbering in-

dustry lasted until 1872. Pine was in great demand by foreign and British shipyards for masts and spars. The British Naval Shipyards paid $5.00 a foot, delivered, for pine timber. Industry usually promotes progress and by 1851 the first steam whistle sounded at Port Burwell. That year the planked road from Tillsonburg to Port Burwell was also opened. The demand for the planks kept the mills going day and night. It was during this time that many portable mills came into being.

In 1850 the valley of Otter Creek enjoyed its period of greatest growth. An American company from Tonawanda commenced a pine lumbering business. They were wealthy and employed a large number of men. They bought the pine, floated it down the Otter Creek and rafted it across the lake to be manufactured on the other side. The large sums of money they distributed during a period of ten years gave great impetus to the growth of the villages, but when they retired from business, nearly all the magnificent white pine had disappeared from the banks of the creek.

The opening of the plank road between Ingersoll and Port Burwell in 1851 proved to be a great boon to the lumber trade, and long lines of lumber teams were a familiar sight in those days. Not only did the port receive this lumber for export by water but large quantities were teamed to Ingersoll where it was shipped by rail. This road soon became a famous stage route. Men like George Shingler, who died in 1919 at the age of eighty-four, began at the age of fourteen, driving stagecoaches from Sandytown (Straffordville) to Ingersoll. He also took part in transporting steel rails from Port Burwell to Ingersoll. George Shingler was born in New York State in 1836 and came to Port Burwell with his parents in 1846. He was buried in Delmer. For many years Eden on the old plank road (now No.19 Highway) was a stagecoach stop and changing place for horses. George Tillson, founder of Tillsonburg, cut the road from Ronson's Corners (now Courtland) as his family came along in 1826. The road was constructed of heavy planks cut at the sawmill of E.D. Tillson, son of George Tillson. Tollgates were established at certain points and it was a serious offence to run a tollgate in those days. The original road wound through the hills following the tortuous course of Otter Creek. The stage ran north to Tillsonburg in the morning and returned in the evening, carrying mail and passengers. The old plank road was very noisy and people living near the road heard the stage long before they saw it. There were taverns located at every crossroad between Tillsonburg and Port Burwell. There were sixteen in number. The old timers thought that the plank road was a great improvement over the corduroy roads. Some planks would sink in the mud and sometimes would up-end as the stagecoach passed over them.

Early Port Burwell street scene.

The sawmill on the island north of the bridge was convenient for the nearby shipyards. It was originally a water-powered sawmill with the raceway running along the eastern side of the creek. The raceway and mill were built through the efforts of a Mr. Brainard in 1853. The mill in later years was purchased by W. H. Hamilton and converted over to steam; it was destroyed by fire in 1873 and never rebuilt. The other important mill was owned by Youell and Emery and was located on Lot 14 east of Port Burwell on the Little Otter Creek. This mill was originally erected by John Shaw of Port Ryerse in 1853. He purchased the site from James Hutchinson. The surveying was done by the Deputy Provincial Surveyor, Jesse P. Ball, who allowed for an eight-and-half foot drop of water, but when the dam was put in it was found that the pond area was not big enough and considerable changes had to be made. In 1857 Shaw sold the mill to William and George Youell, uncles of G.W. Emery, and they incorporated the milling business into their other enterprises. It was necessary to enlarge the mill-pond, so the Youells purchased Lot 16 from George McBeth (adopted son of Colonel Talbot), who drew the land directly from the Crown. Emery was the chief clerk for the Youell brothers. When George Youell died about 1860, Emery was taken into partnership. At the time grinding was done by millstones and a one-twelfth toll was taken. In 1870 the roller system was installed. The latter is a good system as it cuts down on mill vibrations and requires no dressing of stones. Much cornmeal was ground and shipped to Nova Scotia. The famous "Pan Dried Oats" originated in this mill, but the patent for the process was acquired by E.D. Tillson, who carried it off to Tillsonburg. For many years the mill was operated by Thomas Marlatt and John Milne. When Marlatt retired, he moved to Ingersoll; his position was taken over by a Mr. Adcock, who carried on until the mill was closed in 1912. In 1915 the mill machinery was sold for scrap iron. In 1917 the mill itself was dismantled. The massive timbers, joices of two and a half feet with lengths up to eighteen feet, were removed. They originally came from the forests around Walsingham and were of clear pine without knots. The walls or siding were made of two-by-fours and were fitted together like bricks. The walls were sided on the exterior and sheathed or covered by planks on the inside. Port Burwell was never the same again when the old Red Mill was torn down. I should add that the old mill was later converted and operated by a natural gas engine of twenty-five horsepower. When the mill was closed, the engine was purchased by Elijah Smith to operate his chopping mill at Straffordville. (The mill at Straffordville was later destroyed by fire.)

In 1856 Captain James Hutchinson gave a deed to John Shaw for some seven acres of land on Lot 14, Concession 1 of Bayham Township. This concession disappeared into the lake and a new concession road was surveyed in 1926. (Captain Hutchinson, who received the land from the Crown in 1808, lies buried in his own land. He died on March 25, 1858. Close by are the remains of Lexy L. Hutchinson, his son, who expired on the 26th day of September, 1866. This cemetery is on the north side of County Road No. 42, Lot 15 in Bayham Township.) The first bridge in Port Burwell connected the first concession at Estherville and was known as Merrill's Bridge. It was used until a swing bridge was built further down the creek, which made the village of Port Burwell more accessible. The swing bridge served for many decades until it was made stationary and strengthened. It was replaced in 1910 by a steel bridge. The steel bridge was replaced by the modern, concrete bridge that is still used today. The small foot-bridge that gave access to Iroquois Park was a swing bridge. It was dismantled when the harbour was widened. The Iroquois Hotel was a summer place. An accidental fire took it in the spring of 1907. The buildings that were left standing were also destroyed by fire in 1910. They were victims of vandals. In 1963 it was suggested that the old steel bridge should be replaced. It was not until 1967 that any action was taken. The bridge was made of pre-stressed concrete and was designed by A.M. Spriet Associates of London, Ontario. The bridge was constructed by Con-Bridge Construction Company of Toronto. Premier John Robarts officiated at the opening in November 1968. He was accompanied by Ronald McNeil, M.P.P. The project cost $900,000.

The only reason Port Burwell did not fade completely is that the railway was opened in 1895. An economic revival occurred when the car ferry *Ashtabula* began docking at Port Burwell

Farmer Responsible For Port Railroad

A Vienna farmer who had the temerity to rout Sir Oliver Mowat out of bed on a cold February night in 1895 is responsible for the railroad that formed a vital transportation link for Port Burwell. John H. Teall is the name that will long be associated with railway development in East Elgin.

He brought a long-standing issue to a head by courageously taking matters into his own hands and literally bringing the mighty and great to him.

John Teall and a few other men of the district were tired of promises of a railroad to link Port Burwell and Vienna with the northern district. The promises had been made for nearly 20 years and they decided to do some promoting and building of their own.

The extension of the line to Port Burwell, from Ingersoll and Tillsonburg, had been an issue for years, with nothing accomplished. It was to be the Tillsonburg, Lake Erie and Pacific — an impressive name. Quoting from an old prospectus, "When it is completed, Port Burwell may become a favorite watering place, new channels of trade may be opened and business become active as in the great days of staves, spars and sawlogs."

TRAIN LAUNCHED

That actually was printed in 1875. Twenty years later on December 31, 1895, the first train finally reached Port Burwell. John Teall was the proud conductor. Frank Williams, later conductor for a number of years, was the brakeman. William Backhouse, better known as Squire Backhouse, was the first station agent.

Associated with John Teall in pressing the issue and arranging for finances of the line was William Law of Tillsonburg. The pair drew a promise from Sir Joseph Hickson of the Grand Trunk Railway that if a grant and certain bonuses were forthcoming, his company was prepared to take over the project.

John Teall and his associates got the grants. Bayham Township voted $35,000; Tillsonburg, $10,000; Malahide, $4,000; the village of Vienna, $3,000; Houghton Township, $3,000. Ottawa promised a grant of $300 a mile for 16 miles.

Then came the hard blow. Sir Rivers Wilson refused to honor the promise made by Sir Joseph Hickson. John Teall and his supporters refused to be stopped. They enlisted the support of other influential men, including Sir Oliver Mowat. The Teall group not only got their little railroad built they gained contracts for business at Port Burwell.

Teall got a $50,000 cheque as payment on what was called his "own Alleghany coal mine." He got the Brown Hoisting Co. to arrange to do coal unloading at Port Burwell. The Conneaut Dock Co. agreed to establish a car dump at Conneaut and to lay a mile of track by which Teall coal cars could move by gravity.

The Canadian Pacific Railway had contracted to take 2,000,000 tons of coal, the Grand Trunk 1,200,000 tons a year, and the Michigan Central Railroad 25 cars daily, to be delivered at Kingsmill.

ONE-MAN RAILWAY

The railway at times was almost a one-man operation after it began functioning. John Teall, as conductor, sold tickets and often worked throughout the night improving the roadbed or repairing the engine. The first train consisted of a combination express and passenger coach and two box cars. Teall left his $10-a-month station agents to handle the freight.

The first trains ran only to the old Air Line station in the town of Tillsonburg, there to connect with the other line north. Two passenger trains left Port Burwell daily.

During the second or third winter, one train was stuck in the snow for several days and the passengers and crew got their meals at a nearby farmhouse. The snowplow sent to the rescue was also marooned.

Teall and his other conductors developed a reputation for being obliging. They would stop trains at virtually any crossing to take on or let off passengers. Special weekend rates were offered and by the end of the first year 800 people of Vienna and Port Burwell areas had availed themselves of the opportunity to make a jaunt to Tillsonburg.

It was against his own wishes that John Teall finally agreed to the sale of the little railroad five years later to the C.P.R. He was a man of spirit and stories about him are legend. One has to do with a request he made of the president of a major railroad for a pass. The president thought Teall's railroad was too short to merit granting the pass. Teall's reply was said to have been, "There may be longer railroads than mine, but there isn't one that's a damned bit wider."

When the railroad was first built, it meant so much to residents of the area that Mrs. Helen Mercer, of Houghton, wrote a poem in celebration. Only the last two verses have been preserved but they give a vivid glimpse of feelings of people in the district:

We will kill our pork next winter,
And should it chance to rain,
It will not take a day or week
To reach a railroad train.
We'll leave right after breakfast
Be home for mid-day meal
Then why should people wonder
That we shout, hurrah to Teall!
Then set the bell a-ringing,
Shoot off your minute guns,
And blow your trumpets inside out,
And bang your biggest drums.
If anybody asks you why,
The noise their ears assails,
Just tell them Teall has conquered,
And Port Burwell has the rails.

in 1906 and the CPR, which took over the Lake Erie and Tillsonburg Railway, built a shipping dock, a new railway station, engine house, water tower, and electrified the yard. (The *Ashtabula* was rammed by a freighter and sank in 1958.) Port Burwell received another boon when oil and gas were discovered in Otter Valley. An expert from Pittsburgh hit oil and gas in 1910. He was interested only in the gas and blew the oil off, then controlled the gas flow. The gas wells were drilled in 1910 and a franchise was granted to the natural gas companies operating in the district, permitting them to erect lines and granting them the privilege of distributing gas in the village of Port Burwell.

A much later cause of Port Burwell's decline as a shipping port was the heavy silting of the harbour. In 1969 Ottawa financed the shift of the coal operation to Port Stanley, a move that later led to Port Burwell being officially downgraded to a small craft harbour. The harbour was dredged that year and again on a minor scale in 1973. Silt flowed untouched into the harbour, which became so shallow that even flat-bottomed barges were grounded. Boatbuilders, unable to haul or launch boats because the marine railways were buried in silt, gave up and left. Only five or six fishermen of the once vibrant industry remained. In 1976 one called the harbour a "death trap" after his tug ran aground. As the years go by, Ottawa has become less interested in Port Burwell and more reluctant to put money into dredging operations. Ronald Bradfield, then Port Burwell reeve, tried to alleviate the situation by purchasing an old barge in 1977. Port Burwell turned to John Wise, M.P. for Elgin County, and through him Bradfield discovered that $230,000 had been allotted for dredging, with $130,000 in 1977 and the rest later. Ottawa agreed to pay Port Burwell to dredge the harbour itself. The village borrowed from the bank, purchased a used dredge for $95,000, and proceeded with the dredging. Ottawa came through with the $130,000. Expenses were covered by a Canada Works grant and cash from Underwater Gas. The dredge was partially destroyed by fire in November 1977. It took many volunteers and $40,000 to restore it. In 1979 further dredging was done. The cost of dredging has become a burden on the taxpayers of Port Burwell. The future of the port is in the hands of the directors of Dofasco Steel which owns approximately 5,000 acres near the harbour.

Businesses

Port Burwell's businesses in 1865 were:

Allen, John	Shoemaker, Robinson Street
Bradfield, John	Cabinetmaker, Union Street
Brant, Henry G.	Watchmaker, Robinson Street
Burger, Isaac	Hotel, corner of Pitt and Robinson Streets
Burt, Mrs.	Bakery, Robinson Street
Burwell, John	Notary Public, corner of Robinson and Wellington Streets
Burwell, Leonidas	M.P.P.
Burwell, Mahlon	Port Burwell job press
Bronson, A.	Sawmill
Deacon, William	Dry goods, shoes and hardware, Robinson Street
Farthings, John	General merchant, Pitt Street *Later moved to Aylmer*
Gates, Miss E.	Milliner, Robinson Street
Gate, Dr. E.H.	
Glover, William A.	Justice of the peace and insurance agent, Robinson Street
Graffain, V.G.	Sailmaker, old Odd Fellows' Hall on Erieus Street and Waterloo
Halstead, William	Tin and coppersmith, Erieus Street

Hankinson, Caleb Haines	Shoemaker, Pitt Street

Caleb Haines Hankinson was born in 1830 at Grovesend and was the son of James T. and Clarine Hankinson. When he went into business, he first opened a shop on Shakespeare Street. From that site he moved to Pitt Street. In 1872 he moved to St. Thomas and opened another shop. Benjamin Hankinson, his son, was born in St. Thomas in 1880 and became famous as a tightrope walker. At one time he displayed his skill by walking across Talbot Street from the Grand Central Hotel to the buildings on the other side. He became known as "Zareill, King of the Wire." He was employed by many circuses. Later in life he became a lumber dealer with his sons.

Hobson, John	Cabinetmaker, Erieus Street
Hunt, John	Blacksmith, north of village
McCollum, William	Druggist, Robinson Street
McNulty, Patrick	Erie Hotel, Robinson Street
Melafont, Richard	Baker, Pitt Street
Merrill, David	American Hotel, Pitt and Robinson Streets
Parkes, James	Photographer, Robinson Street
Pelcher, Thomas	Postmaster; post office on Pitt Street
Singer, Dr. C.W.	M.D.
Snelgrove, Jacob	Carriage shop, north of village
Stevenson, Enoch	Tailor, Robinson Street
Sullivan, Nancy	Dressmaker, Robinson Street
Sullivan, Samuel	Blacksmith
Sutherland, Alexander Jr.	Justice of the peace and lighthouse keeper
Swan, Henry	Stagecoach
Wells, Jeremiah	Dentist, Strachan Street
Wildern, J.A. & Ault G.	Grocery, Robinson Street
Wonzer, Lewis P.	Barber, Pitt Street
Youell, W. & William Y. Emery	General merchants and mill owners, Pitt Street

Population: 900

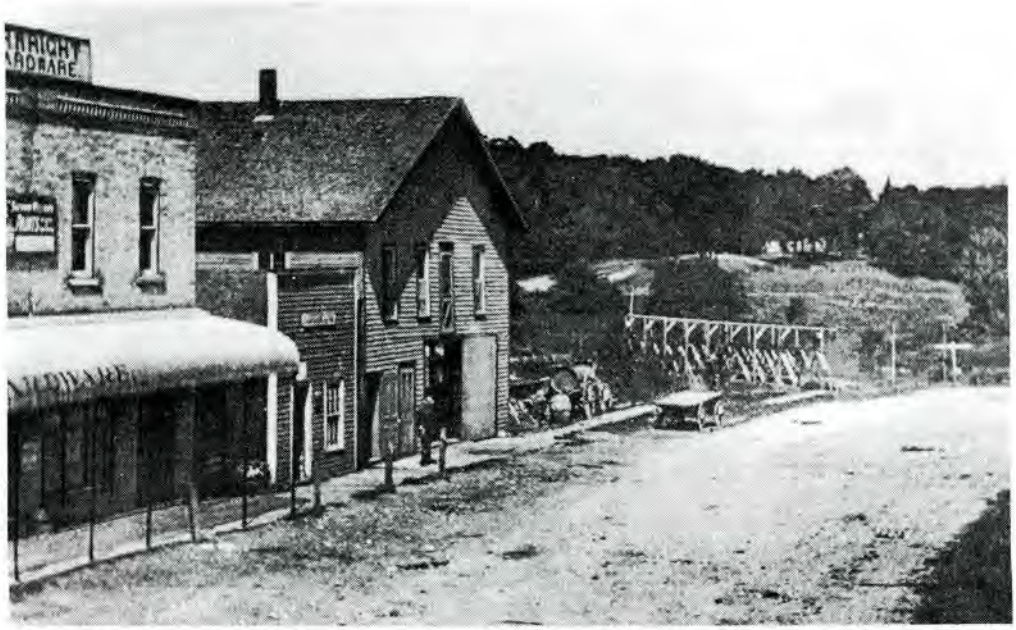
Port Burwell had a number of hotels over the years. In 1863 there was a hotel situated on Water Street, which was below the hill and ran along the old mill's raceway. (The road was removed when the railroad laid its tracks down. According to old records, the road went across the old dock that was there at the time.) The hotel catered to the men who worked in the shipyards and the mills of Hamilton and Shaw. The patrons of the River Hotel could cross the creek at the end of Water Street with the aid of a swing bridge. This was for pedestrians and it enabled people to go over to Iroquois Park or where later the Iroquois Hotel was erected. J. Pearce was the proprietor when the River Hotel burned down. Other hotels in Port Burwell in the 1860s were the Erie Hotel, operated by Robert Smuck; Eastern Hotel, operated by J. Burgess; and the American Hotel, operated by D. Millard. The Erie Hotel was operated by William Gordon and the Commercial Hotel was under the proprietorship of a Mr. Van Order in 1901.

In 1872 the businesses were:

Brasher, John	Telegraph operator
Burger, Isaac D.	American House
Burwell, Leonidas	Yeoman and ex-M.P.P., Beechwood Street
Colhoun, James	Merchant
Cooper Bros.	Ship owners
Deacon, William and Sons	General merchant
Dowling, Pearce	Ship carpenter
Dunham, E.A.	Colonial customs
Ellis, Samuel E.	Lumber
Emery & McDermand	Ship owners
Emery, W.Y.	Merchant, *native of Port Arlington, Ireland*
Freeman, Daniel	Solicitor and insurance agent
Freeman and Titus	Ship owners

Grisdale, G.H.	Harness shop
Haskins, H.A.	Miller
Hamilton, W.H.	Sawmill. *The mill was located on an island in Otter Creek. It was originally built by a man named Brainard in 1853 and was destroyed by fire in 1873; it was never rebuilt. In 1875 Hamilton became a ship owner and in January 1879 he opened a new general store.*
Halstead, William	Tinsmith shop
Hill, Mason	Blacksmith
Light, Captain W.	Mariner
McBride, Alexander	Ship owner
McDonald, Alexander	Carpenter
McDermand, Benjamin	Carpenter
Merrill, A.D.	Insurange agent
Pelcher, Thomas	Postmaster
Pontine, George	Ship builder. One of his ships was the *Lowland Lass* of Port Bruce.
Raymond, G.	Raymond Hotel and livery. *He came to Port Burwell in 1868.*
Rawlins, C.H.	Confectioner
Reid, James	Cabinetmaker and undertaker
Ryckman, Theodore	Harness shop
Shultz, Reverend J.	Trinity Church. *He came from Germany and settled in Canada in 1867. He was rector from 1869 to 1878.*
Smith, Charles A.	Erie Hotel
Smith, Thomas W.	Plasterer
Snelgrove, William	Wagonmaker
Sproul, William	Carpenter
Sutherland, Alexander	Justice of the Peace
Swan, Henry	Stagecoach
Taylor, Job	Watchmaker
Thompson, Peter	Lumberman
Tripp, Dr. J.	*He came in 1864 and had his office on Erieus Street.*
Vail, Dr. Charles	M.D.
Watson, Captain J.	Mariner
Watson, Reverend	Wesleyan Methodist minister
Wells, Jeremiah	Dentist, Strachan Street
Westover, William	Blacksmith
Wildern, Job	Grocery and dry goods
Wrightman, Theodore	Harness shop
Youell, W.	General merchant and mill owner.

He was a native of Port Arlington, Ireland. Youell and Emery had a steam-powered flour mill until he had the mill converted over to natural gas and powered by a twenty-five horsepower gas engine. The gas he obtained from a local source. When the mill was dismantled, the engine was placed in the chopping mill of Elijah Smith at Straffordville. The old mill was located between 2nd and 3rd Streets. It was eventually destroyed by fire. Elijah Smith later had another mill near the railway tracks at Straffordville. It was powered by a Fairbanks & Morse engine. This last mill also became a victim of fire.



Robinson Street, looking north. Note the wooden bridge built in 1893. It was washed away in 1909 and replaced by a steel bridge.

In 1900 Port Burwell became a police village. Some of the businesses in 1901 were:

Buchner, E.J.	Harness shop
Emery & Poustie	General store. *James Poustie started out as a clerk and became partner to Gordon, Youell & Emery.*
Gordon, William	Erie Hotel
Lewis, Levi	Confectionary
McConnell, G.B.	Grocer and druggist
Van Order,	Commercial Hotel
Williams, D.F.	General merchant
Williams, G.F.	Furniture and undertaking
Wilson, E.	Baker
Wright, A.R.	Hardware
Young, F.W.	Blacksmith

In 1906, Port Burwell had the following business establishments:

Backhouse, William	Postmaster
Barriett, H.	Livery
Belton, H.	Blacksmith
Brady, T.J. and Sons	Furniture
Buckner, F.J.	Harness shop
Chesterman, William	Harness shop
Emery & Poustie & Co.	General store.

James Poustie at one time operated the general store on the other side of the Lakeside Hotel. He clerked in the store as a young man under Mr. Emery, and later bought the business and hired young Emery. The store did well until it was destroyed by fire in 1929. It was originally built by either J.H. Sutherland or W. Youell.

Fay, F.W.	Hotel
Fay & Chute	Fishery
Gordon, Wesley	Farm implements
Gordon & Smith	Fishery
Haines, J.P.	Bakery
Harvey & Ford	Merry-go-round

Hewer, Charles	Photographer
Hillman, John	Grain dealer
Haggblom, Captain Peter	Fishery
Johnston, Hugh	Drug store
Len, Joyce	Farm implements
Ker, J.A.	*Packet Weekly*
Lewis, Levi	Confectioner
Light, F.	Carriage works
McClelland, Samuel	Barber
McConnell, G.B.	Drug store and grocery
Millen, G.	Fishery
Moffatt, F.T.	Butcher
Murphy, W.D.	Tailor
Moulton, R.B.	American Hotel
Payne, James	Lumber dealer
Scott, R.C.	Grain dealer
Smith & Jackson	Threshing machines
Stevens, G.A.	Fishery
Temple, Arthur	Fishery
Tweedsdale, Dr. J.M.	M.D.
Williams, Carol	Sawmill and fishery
Williams, J.H.	Fishery
Williams & Wilson	General store
Wright, A.R.	Hardware
Young, F.W.	Blacksmith

Fires

Port Burwell has had many fires in the past. The River Hotel on Water Street was destroyed in 1863. The biggest fire took place on the night of May 12, 1899. It consumed twenty-seven buildings in three hours before burning itself out in the early morning of the 13th. The fire made a clean sweep because of the lack of fire equipment and the frame construction of the buildings. On the east side of Robinson Street, the main street, the following buildings were consumed: Lakeside Hotel, G.B. McConnell's drug store, Daniel Zant's general store, a number of empty stores that were being used as warehouses, A.R. Wright's hardware, Mrs. Lake's millinery

Port Burwell in the 1980s.

shop, the large residence of Martin Gray, Dr. Riley's office, the Commercial Hotel, and W.H. Cudney's jewellery store. On the west side of the street the fire took down D.M. Chute's furniture store, the post office, Fred Fay's general store, and William Chesterman's shoe store. Several homes on the back streets were destroyed also. The next morning A.R. Wright started to build a new store on the blackened site; many of the inhabitants of the village thought he was crazy. Most of the victims pulled stakes and located elsewhere. Charles Chute of St. Thomas, a young barber, visited the village after the fire looking for a place to open his business. He was shown a rude shack erected on a fire-blackened lot. The sight discouraged him and he went to Vienna and opened up there. The Iroquois Hotel, a summer hotel operated by Fred Fay, was lost in April 1908 because of an overheated kitchen stove.

On December 14, 1922, Port Burwell was hit with a big fire that took away at least six buildings. The fire started on December 14 when the fishing tug *Wilbrose* took fire while moored at the dock. The wind at the time was blowing at forty-five m.p.h., and in no time the fire spread to the wharf and fish houses, one being the freezing plant of VanOrder and Davis. Eight-five tons of fish along with nets and gear were destroyed. Meanwhile fire brands were being blown over into the village. The barns and stables of the American Hotel took fire, followed by the residence of Dr. Tweedale and the Baptist parsonage. Water was supplied by tugs and the railroad engine. The cost of property damage was $160,000.

The terrible fires that occurred down through the years made people realize the scarcity of water to fight them. A plebiscite was held on December 9, 1946. Councillors Stuart McKibbin, Frank Stevenson, and Harry Alward confronted Ontario Water Resources with the problem, but it was not until 1971 that work was started. A 12" pipeline was connected to the Ontario Water Resources' pumping and filtration plant east of Port Stanley along County Road No. 24 to Port Bruce, north along Highway No. 73 to Copenhagen, and then east along County Road No. 42 to Port Burwell. In the fall of 1983, a flash flood endangered this supply line at Silver Creek. In September and October of 1983 hydrants were installed.

Schools, Churches, and Fraternal Organizations

William Backhouse once recalled that he attended a small frame school in 1845 and one of the early teachers was Mary Ann McMath. She was seventeen at the time she was hired in April of 1848. The first frame school building was replaced in 1850 and was used until 1855, when a

Port Burwell in 1920 before the big fire of 1922.

four-room brick school was erected on Wellington Street. Sandford Woodworth was the first principal. Another able teacher was George Peacock, about whom I wrote in my story of Grovesend. He had an unusual way of teaching that did not agree with everyone, but his method made a lasting impression on his pupils, so that he was given a permanent teaching position which he held until his health failed. The brick school building was found unsafe and was torn down and replaced by a single-storey, two-room brick building. When the continuation school was built, this old school building was used as a gymnasium. According to the local people, the latter was destroyed by fire in 1929. In 1908 there was an effort to unite School Section No. 1, No. 2 and No. 3. After much discussion the idea was abandoned. The interested citizens then conceived the idea of a continuation school, with the result that one was built in 1908. Meanwhile the attendance at the public school increased and an additional wing had to be put on. The trustees purchased the old Haggblom property for this. In 1923 a larger school was built and so a two-storey, eight-room brick school came into being in 1924. The former continuation school was sold to the Trinity Ladies Guild to be converted into a parish hall. The old public school was retained and the wing was sold and removed.

The first religious services in Port Burwell were held in a large room in Burwell's Tavern on February 21, 1836. The meeting was officiated by Reverend Thomas Green. Colonel Mahlon Burwell donated five acres and in 1836 he built an Anglican church, endowing it with six hundred acres. The glazing and the painting of the church were done by James McMath. The bell was purchased from Troy, New York, by public subscription at the price of one hundred guineas. The church had a tall stately steeple which became the guiding landmark for many sailors.

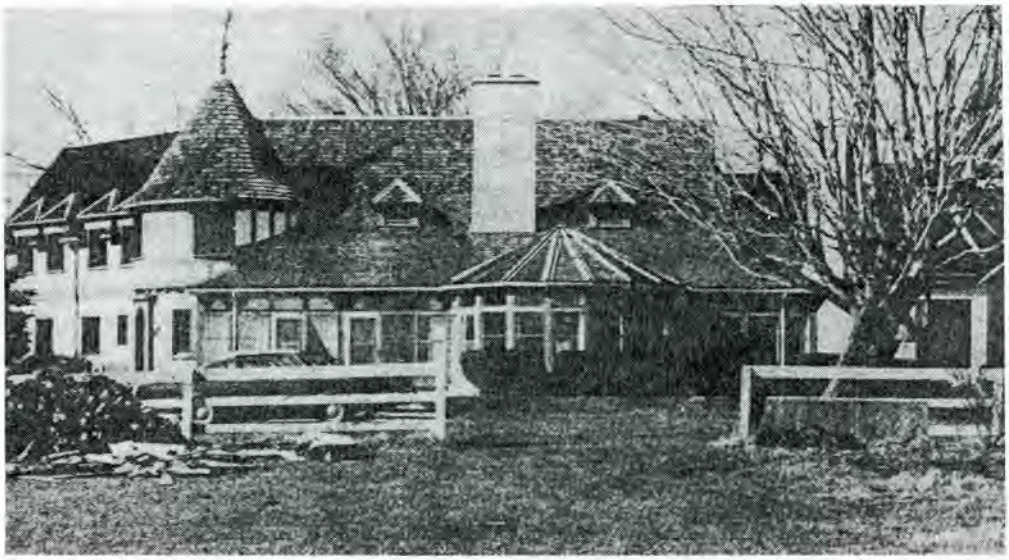
Among the landmarks of the area is the Baptist church at Port Burwell. It was established in 1819. People first met at the home of Dennis Downland for combined worship with the first moderator being Simon Mabee and Joseph Merrill as the clerk. The first deacons were Thomas Hollywood and James Russel. Elder Merrill, a Loyalist, was the first pastor. He died in office on October 26, 1842. Since then the pastors have been Elders Delaps, McDermand, D. Costelow, Thomas, H.P. Fitch, Martell, Griffin, J. Her, Freshner, M. Irvine, Marshall, Grant, P. Carey, J. Harry King, W.J. Stobo, E.C. McLeod, Albert Hughes, L.H. Vail, Andrew Smith, John Marshall, A.A. Fanjoy, and A.J. Schultz. The frame ediface standing in Port Burwell was erected in 1865 with dedication taking place on December 17, 1865, at which sermons were preached by Reverend Dr. Fyfe of Woodstock, Reverend Thomas Baldwin, and Dr. Davidson of St. George. The deacons of 1930 were John Brackenbury and Leslie Cameron. Treasurers were Nelson Van Sickle and Arthur Pilkey. Then Randolph Adams was the clerk. Early records contain a description of the old Baptist church that was located in Estherville, north of Port Burwell. This large church was rather elaborately finished, and was capable of seating some five hundred people. There was a gallery extending on three sides, and the pews were owned by the people. The pillars were later used in the construction of the Wesleyan Methodist church in 1850.

Some years after the Wesleyan church was built, the Presbyterians of the village built their own church on the corner of Erieus and Victoria Streets, overlooking Otter Creek. When attendance faded, the church was closed and sold. The ediface was moved to the main street and converted into a place of business; its final fate was sealed by a fire. Closely associated with the history and progress of Port Burwell following its survey is the opening of the first Wesleyan Methodist church, which was started in 1850, and completed and dedicated in 1852. According to church records, the first church was a frame building and was erected on the site of the present church, which was built in 1910. The frame church was built under the direction of Reverend George Backhouse, a local preacher. The lumber and material were largely donated by owners of the sawmills located in the surrounding district. The building fund was raised by subscriptions and tea meetings and also through the efforts of the Ladies Sewing Society. One of the largest tea meetings, when over five hundred attended, was held in the old Baptist church in Estherville. The proceeds were devoted to the building of a new Methodist church. Mrs. Leonidas Burwell, who

was the convener of the sewing society, was the proud owner of the first sewing machine in the Port. Her husband, who was the son of the founder of Port Burwell, was member of Parliament at the Upper and Lower Canadian Parliament from 1854 to 1857. He contributed land for the church site. Sarah Lee, wife of Samuel Lee, was also an energetic worker. Mrs. Lee was a member of John Wesley's church in England before coming to Canada, and her husband fought under the Duke of Wellington in the Battle of Waterloo in 1815. Samuel Lee was chief architect for the new church building, making by hand much of the inner finishings, which were largely done *gratis*. Wesley Wrong, also a prominent member and assistant, was a brother of Mrs. L. Burwell, and son of Squire William Wrong, the Port's first grain buyer. The first preacher in the Port Burwell and Vienna circuit in 1854 was Reverend O.H. Elsworth. Prior to this, both places had been missions. One of the early preachers on the circuit was a prominent minister, Reverend William Ryerson. Ryerson was one of the six sons of Colonel Joseph Ryerson, a Loyalist. Five of his sons became men of the cloth and the sixth son, Egerton, became chief minister of education in Upper Canada. The present ediface was erected in 1910 and dedicated in 1911. The cornerstone was laid in September 1910 by Squire William Backhouse, David Marshall, M.P., and Mrs. E.E. McConnell. The old church was sold to the Free Methodist congregation in May 1911, and in December 1911, the new church was dedicated.

After the Second World War there has been a gradual increase in the number of people of the Roman Catholic faith. In 1965 a brick church was erected. This church replaced the old Roman Catholic church that was originally located at Port Stanley. When it fell into disrepair, the Roman Catholic church in Vienna (now the Masonic Temple) was used. This church was erected in the 1860s on land donated by Henry Vogt, a Vienna watchmaker. In the 1860s Vienna had resident clergymen, which included Reverend J. Wagner and Reverend G. Volkert, and confirmations and Mass were performed by a bishop from Hamilton. In the 1850s the Roman Catholics in Vienna and area were served by priests posted at Brantford and LaSalett, with the latter group travelling a circuit from Charlotteville to Tillsonburg. Holy Cross Retreat came into being when the Passionate Fathers purchased the estate in 1965 from Gerry Livingston and converted it into a retreat. The centre offers religiously oriented programs, including group retreats, prayer periods, marriage and confirmation preparation and youth programs. The centre is manned by three permanent residents. Directors are Father Stephen Dunn, Brother Frank Sutherland, and Father Stephen Kenny. The centre has lodging space to accommodate up to forty people. The garage and kennels were renovated into sleeping lodges. The Habitant House was located south of Lakeview near the lake.

As one researches the history of Port Burwell, one begins to realize the importance of Freemasonry in the development of this village. Even some of the ships launched from the shipyards bore Masonic names and symbols. The second fraternal society to be organized in the village was Oriental Lodge No. 181. The lodge was organized on July 11, 1867 on the register of the Grand Lodge of Canada, with the District Deputy Grand Master Right Worshipful Brother O.A. Stephenson, and Grand Secretary Right Worshipful Thomas B. Harris of the Grand Lodge of Ontario, having charge of the work. The charter members were: Thomas McNairn, William Pontine, William Glover, V.S. Milks, James Croly, James Drew, James C. McIntyre, Thomas Wrong, David Merrill, and Alexander McBride. The early records show that the following officers were elected and installed: Thomas McNairn as Worshipful Master; William Pontine as Senior Warden; and William A. Glover as Junior Warden. For many years the order met in rooms adjacent to the temple, which was purchased in 1920 and was used until it became unsafe. It was destroyed in 1982 and the charter was transferred to Vienna where they share the temple with Vienna Lodge No. 237. The Odd Fellows were the first fraternal society in this village. They were organized in 1854. Those who were responsible for its institution were Alexander McBride, John Tracey, David Merrill, and Paul Marlatt. Some years after the organization, Erie Lodge sought a permanent home and so land was secured on September 14, 1866. A hall was built one block from the public school. The old hall was converted into a stable for the stagecoach horses. The old hall



The Holy Cross Centre. The main building is a replica of a chateau in Normandy, France.

was spared from the fire of May 12, 1899. This fire destroyed the business section except for the general store of W.Y. Emery. This store in 1940 was operated by P.L. Williams. After the fire, the old hall was purchased by William Gordon and moved to the site of the Erie Hotel (which had fallen prey to the flames) to be converted into a hotel. In 1940 it was used as a boarding house. The lodge rooms were used by the Odd Fellows, Loyal Orange Lodge No. 2578, Burwell Rebekah Lodge No. 142, and Elgin Chapter No. 92 of the Eastern Star. In 1940, Erie Lodge No. 33 merged with Otter Lodge No. 50 in Tillsonburg, and the lodge building fell into disuse.

Early Families

It was the encouraging report of Alexander Haines that made many Nova Scotian families consider settling in Bayham Township. Alexander Haines was the eldest son of Caleb Haines and the grandson of Alexander Haines of Long Island, New York. Grandfather Haines owned three hundred acres of land on Long Island. The property at the present time would be worth millions of dollars. He was a captain in the British army during the revolutionary war. Captured by the Americans, he was handcuffed and condemned to die, but owing to the smallness of his hands, he was able to throw off the handcuffs and escape to Boston. From there he made his way to Nova Scotia. His lands were confiscated, and his family followed him to Nova Scotia. One of his family was Caleb Haines, who married Susan McConnell and was the father of the late Mrs. Tamar Weaver of Port Burwell. One of Caleb's sons, Alexander, having heard of the rich and fertile land on the north shore of Lake Erie, walked there from Nova Scotia, up the Erie Canal to Buffalo. He took up the southwest corner of Lot 28 and Lot 24 in the Township of Malahide and Lot 3 in the Township of Bayham. He spent nearly two years working this land. Full of enthusiasm, he walked back again to Nova Scotia, and induced his father to bring the whole family to settle with him. The journey was a long and arduous one. They were four weeks coming from Digby, up the Erie Canal to Buffalo. The journey from Buffalo to Port Burwell took two weeks. The captain of the sailing ship was Captain Samuel Edison, father of the great inventor. One of the passengers was Sydney McDirmid. At that time there were only two families near Port Burwell, Captain James Hutchinson on Lot 14, who came in 1808, and Jesse Smith. His land was later owned by Mahlon Burwell. There was no harbour, so they were rowed to the shore. The whole family went to the home of James Russell, a Scotchman and cabinetmaker, whose wife was Betsy Haines.

While there Caleb Haines died of typhoid fever, having been sick six weeks. Two weeks later his widow took up land on Lot 34, Concession 2 in Malahide Township. That land was later owned by Randolph Adams; it was on this farm that John Haines died of consumption. This farm remained in the Haines family until Randolph Adams, who married Lena Haines, died in 1946. When Caleb Haines came to Port Burwell in 1811, he was accompanied by four sisters: Margaret, who became Mrs. John Saxton; Ann and Hannah, and Elizabeth, who became Mrs. James Russell. When Caleb Haines died he was buried on the land of John Edison, which is west of Port Burwell on Lot 8, Concession 1 of Bayham Township. He was then sixty-two years of age. He died on September 13, 1828. When Alexander Haines first came to Bayham, he was accompanied by his friend Anthony Sealey. After two years of clearing land and building a log house, they walked back to Nova Scotia with their reports.

I stated in the past that Caleb Haines married Susan McConnell. In some records she is registered as Sarah McConnell. During the late spring of 1829, her two brothers, Joseph and Elijah McConnell, came to the area with their families and settled on a farm which cornered hers. Sarah Haines died on June 29, 1868 at ninety-two. She had ten children. Tamar Haines became the wife of Thomas Edison Weaver. Through her brothers and sisters, Tamar had many relatives. The eldest sister, Clara, married Thomas Hankinson, daughters of whom married James Marr, James Taylor, and Calvin Lyons. Thomas Hankinson's grandson, Leonard Hankinson, lived on the old homestead at Grovesend. Benjamin Haines, a brother, married Susannah Edison, whose father, Adonijah Edison, lived at what later became the Moore farm. He was killed under a falling barn. He had one daughter, Hannah Haines, who later became Mrs. Peter McSellan. Alexander Haines, a brother, had two sons, Dimmick and Elijah, who became deacons in the Port Burwell Baptist church. Another sister, Eliza, married Reverend George Backhouse. Margaret married Elijah Saxton, son of a preacher and father of John A. Saxton of Lakeview, who lived all his life in the old homestead. Charity married Haines Edison of Grand Rapids, Michigan. Hannah Haines married Sandy Saxton, whose son Albert later owned a large farm on the first concession of Bayham Township.

Tamar Weaver had four daughters: Kate, Emma, and Mrs. Beecher Haggan (formerly Mrs. James P. Martin). The fourth daughter became Mrs. Hugh Martin, who took up residence in St. Thomas. Her son, Thomas H. Martin, became chairman of a ward. One son, Judson, married a granddaughter of Reverend Merrill.

Squire William Backhouse, the son of Elizabeth Haines and Reverend George Backhouse, was born in Port Burwell in 1839. When old enough, he assisted his father in the building of the Free Methodist church. He married Helen Swan, daughter of Henry Swan, and had six children: Grant H. Backhouse of Toronto; I.C. Backhouse of Cleveland; Mrs. George Ault of New York; Mrs. J.R. McCutcheon of Blaine, Washington; Mrs. F.O. McMahon of Port Burwell, and Grace Backhouse of Port Burwell. Squire Backhouse was one of eight children. He was survived by two brothers, Reverend Benjamin Backhouse of Richmond, and Reverend Wesley Backhouse of Dundas. Squire Backhouse led a very active life. He became a customs officer in 1881, and was appointed postmaster of the village in 1892 and magistrate in 1896. He was an agent for the Tillsonburg & Lake Erie Railway from 1895 to 1910. It was through his efforts that Port Burwell became a police village in 1900. He was initiated into the Masonic order on December 15, 1869, and when he was Grand Junior Warden, he opened the Vienna Lodge in 1869. One of Squire William Backhouse's brothers was Thomas A., who went into farming near Vienna. He married Frances E. Stratton in 1874. In 1906 he suddenly sold his farm and moved to Sombra, where he stayed only a short period, and then went to Alberta and became the first resident of Edgerton, which was opened by the Grand Trunk Railway. He became the first mayor and postmaster. He again sold out and moved to Victoria, B.C., where he lived until his health declined. Then he returned to Straffordville in 1929, where he died in 1934 at the age of eighty-four.

I would be remiss if I overlooked John Priddle, who was Walter Stansell's grandfather. John was first a cabinetmaker, ship's carpenter and coffinmaker, and later a farmer. He and his wife lived in a small house overlooking the shipyards at Port Burwell, and he specialized in the building of ships' cabins and superstructures. His daughter Beatrice, who later became Mrs. James Coyle, used to line the coffins for her father. She was born on the Gale farm in 1858. Mr. and Mrs. James Coyle took up farming on the 14th concession of Walsingham Township and later became neighbours of the Stansell family at Kinglake, where they lived until 1920. Mrs. Coyle died in 1932 and left three children, Mrs. Ida Johnson, Aubrey Coyle of Tillsonburg, and Charles D. Coyle of Straffordville.

If any man in Port Burwell deserves recognition, it should be Samuel Shipp. He donated land for the Memorial Park and Memorial Beach at Port Burwell. The park was to honor those who fell during W.W.I., and was created out of fourteen village lots in 1922. It was in 1879 that Samuel and his father left Bath, England, came to Canada, and settled down in East Nissouri Township in Oxford County. At $14 a month the Shipps began working on a farm on the twelfth concession of East Nissouri near Ingersoll. "Where can we catch those immense fish that are taken in Ontario?" they asked their employer the first day. "There is nothing but suckers around here" they were told. A little disappointed, they hastened to put forward their next query. "Can you shoot ducks and geese from your bedroom window or back door and get all you want?" they asked. "We see geese fly over occasionally but you can never get close enough to shoot them," the farmer who hired them replied. Disillusioned, the city-bred pair set about learning to farm in their new land. Old Sam Shipp enjoyed recalling the first job that he and his father had to do in Canada. It was winter and they were ordered to take the team and go out and bring back a maple log. "We didn't know a maple from a horse-chestnut," Mr. Shipp recalled, "but the farmer's wife said to cut the biggest tree you find with the roughest bark and it would be a maple, so with those orders we went back to the bush." With a six-foot saw they started work at a huge tree that was seven feet across at the stump. It was the biggest they could find with rough bark. They were afraid to go back at noon without the log so worked on without their dinner and after dark that night they almost killed the team making them draw the log up to the house. Dead tired they went to their rooms and slept until morning. At daybreak they were greeted by a tirade of strong language from the farmer's wife. "I tell you to get a maple log for firewood," she roared, "and you bring me a big gnarly, swamp elm that wouldn't burn even if you could split it up!"

In 1890 Shipp moved to Port Burwell and began buying up market produce for the London and St. Thomas markets. With a covered wagon drawn by a horse, he scoured the farms of the district buying poultry, eggs, vegetables, fruit, butter, milk, wild nuts or anything he could sell again and make money on, even bouquets of flowers. On Wednesdays and Saturdays he made his regular trips over the sandy snake trails that were the roads of that day to the St. Thomas market, occasionally going on to London. Leaving Port Burwell the night before, he arrived at St. Thomas at six o'clock the next morning and with a good team in fair weather he always counted on making the trip in five or six hours. On his first trip to St. Thomas, he arranged a contract with Thomas Donley, owner of the Grand Central Hotel, for fifty broilers to be delivered twice a week at 20¢ apiece. Renewed each year, Shipp kept that contract for twenty-seven years and during that period, winter and summer, he missed only three of his semi-weekly trips. On his return trips, he brought freight to the Port Burwell merchants that he had bought for them at the St. Thomas wholesale houses. Regarding rapid trips, old Sam Shipp recalled that one election day he and a friend were still in St. Thomas late in the afternoon but were anxious to get to Port Burwell in time to vote. Without a single stop and with the horses trotting all the way, they got to Port Burwell in two hours but lost their votes because the polling booth had closed a minute before. During the berry season Shipp made daily trips to the market while farmers brought their berries to his home each day. Arriving back at Port Burwell from St. Thomas late at night, he would immediately load up his wagon and set out again to arrive at the St. Thomas market at daylight. Except for short naps while travelling on the road, Shipp went for a couple of weeks at that season

sleeping only on Sundays. It was during the winter, however, when the winding trail between Aylmer and St. Thomas (now No. 3 Highway) was drifted with snow to the fence tops, that the indomitable British will became evident. Through the most severe mid-winter blizzards and sub-zero temperatures, Samuel Shipp and his creaking old market sled made their regular circuits. Many were the thrilling tales he told of experiences in winter blizzards and on snow-drifted roads. Often at Aylmer they advised him to turn back, saying that there had been no mail through to St. Thomas on horseback for several days. "The trouble with them is that they're not English!" Shipp would exclaim. One trip between St. Thomas and Port Burwell took eighteen hours with snow up to the horses' bellies. Shipp tramped back and forth through the drifts packing it down or digging a way for his teams to follow. Four o'clock that afternoon he left St. Thomas and not until 10 o'clock the next morning did he arrive at Port Burwell after travelling all night. At one time while he was preparing to leave St. Thomas with a temperature of -36°F, he was approached by a friend in the same business who was also getting ready to start for his home at Belmont. "Come in and have a drink of whiskey or you will certainly freeze to death tonight!" the friend suggested, indicating a hotel. "I never drink anything stronger than what I give my horses," Shipp replied, and drank from the pump while his friend fortified himself with several copious draughts of whiskey. At four o'clock in the afternoon they set out for home, separating several hours later at New Sarum. That night when he was several miles from home a blizzard came up suddenly, but digging and toiling with his double team, he laboured on. Two miles from Port Burwell the straining horses snapped off the wagon tongue and, leaving his rig, he drove the horses on into the village, arriving at his home at about four that morning. The following day the newspapers carried an account of a Belmont man being badly frozen between New Sarum and Belmont during the night. In the hospital, this man had both hands and several toes, his nose and ears amputated. The condition of the man was so critical that death was the only way out from his suffering. Samuel Shipp died in his eighty-nineth year in 1947; he outlived his wife Kate by nineteen years.

Interviews by Louise Hatch

Who says age is the enemy of beauty? Sickness, neglect, lack of care, overwork, poverty, luxury, selfishness may be beauty destroyers, but never simple good honest years. Let me tell you how I found this out. One day I had occasion to visit a certain pleasant home on that very pretty road called Nova Scotia Street (Elgin County Road No. 42). A windowed projection stood out from the house with a porch beside it. I knocked on the door within the porch and somewhat to my consternation received no reply. Now, it is firmly implanted in my mind never to, on any account, peep into the windows of houses, but this one opened directly on the porch, and as I turned about, I discovered a pair of fine dark eyes regarding me steadily through the glass. The eyes belonged to a singularly pretty old lady, who smiled and motioned me to open the door and enter and without making any more ado, I at once did. Now, I knew this old lady must be none other than Mrs. Tamar Chute, whose great age of ninety years, and excellent memory I had more than once heard, but no one had ever told me of her well-preserved beauty. Her face was round and its flesh, full, firm, smooth, even pink! Mrs. Chute could boast fewer wrinkles than many a woman forty years her junior. Her white hair was soft and wavy, while the glimmer of even rows of teeth, to the notice of which one was subtly attracted by the gentle smile that always accompanied her speaking, seemed strangely like those given by nature. Never do artists produce just such variety and regularity or irregularity. Her eyes, as I have said, were fine and large; there was no sign of shrinkage and lack of lustre there. They were gentle, luminous and reflective eyes, which gazed dreamily out of her windowed recess into the distance of the past, and went peculiary well with a faint reminiscent smile that played about her lips as she told me stories of her far-away youth.

"We were ten weeks coming up and we came almost (*sic*) by water in sailing vessels," she said, "and you want to know all about it.

"Then I might as well begin at the beginning," she said, "which was Nova Scotia. I was little Tamar McConnell then and only four years of age when we came here, and there are two things I can remember about down in Nova Scotia. One is a trivial little story but it is impressed upon my mind until this day. Our brothers had caught a bird and tamed it for a pet which we children all loved. One day the cat caught it and in my indignation I called the cat the very worst word I knew, 'bitch.'"

"No, no," said my sister, who was a wee bit older, "I don't want to damn; I want to go to heaven."

"The first stop our vessel made was at Grand Manan and then on a little ways we stopped at some place where Titus McDairmid lived. They came on board to see us and brought us a kettle of halibut which was so good. Thinking we might have further need of the kettle, my father saved it and carried it with us all the way.

"Then," pursued the lady, "we went on to New York where there were a great number of ships standing around. One was a big Yankee frigate. Everybody was looking at it and the men of our party were much disgusted to hear the Yankees about puffing at how wonderful it, and everything else of theirs, was compared with anything that could come from Canada--when all at once what did the big frigate do but blow up there and then, and pretty soon arms and legs from it came floating up about our ship. To our men it seemed like judgement on vanity and bragging."

Here Miss Hatch remarked that all these events must have made an impression on her young mind.

"Oh no," replied the old lady, "I really don't suppose I saw it myself to understand what it meant at the time anyway, but I heard the story told so much in my childhood. But after New York was left behind we came upon a great river (Hudson River) and there were canals, too. We stopped at Utica and then Buffalo. At Buffalo there was a sailing vessel from Port Burwell. We came up on that. Of course we had to land in small boats. Well, it was very rough, a bad squall, and one boat load had just made off to shore when our captain had to cut his cable and make for Long Point for shelter. Our party was thus separated as one of my sisters had been sea-sick and they had to let her go in the first boat. The rest of us had to go back down the lake, and I remember the place where we landed they called 'The Furnace' (Normandale); there were iron foundries there, I think. At any rate the people of the place used us very kindly. One woman gave us milk, and onions out of her garden—it tasted all so good after the fare we had all those long weeks coming up. One thing we thought awful funny was the way the Canadian women, as we called them, did their hair. It was rolled with a knob over each ear with thorns stuck in for pins. I suppose it was all they had but we were used to something better. We didn't go on to the boat again. The men were tired of that, so we started on our trip in wagons. When we came to a stream they took the wagons apart and carried them over. I remember one stop we made east of Port Burwell because there was a man living on a hill there and father let two of us go up for something to eat. The man gave each of us a piece of black bread with some fried pork--oh, but it was delicious! Only I had the misfortune to drop mine in the sand, where for all I know it lies till this day. The man made my sister share hers with me. But as soon as we got to the port my married sisters, who had come up before, they had plenty for us to eat. There were twelve altogether in our family who came up, I mean of children. Now all that is left is my sister, Mrs. Chute of Grovesend, who is two years older than me and much more active."[1]

The following article was written by Louise Hatch under the pseudonym of A.S. Paragus and was published in the St. Thomas *Times-Journal* on December 24, 1915:

Mrs. Tamar Weaver, Lakeview, was born on the 24th of May and on the very same day,

which brought to the world the blessing of the tiny baby which was to become the rise and wane of years, our good old Queen Victoria. The Queen herself lived to be old and full of years, and a son and grandson have ruled since her passing, yet her aged contemporary here at Lakeview, in our Elgin County, still lives on in almost full use of her faculties. Mrs. Tamar Weaver is in her ninety-eighth year, yet she can sit and tell you by the hour, with the most wonderful memory, of the long gone days. You will get quite mixed up yourself with whom who married who, and lived where and did so and so, back to the fourth generation, but this aged 'novo-generian' can keep her bearings through the labyrinth with confidence. And she speaks, too, not in the quavering tones we have associated with the aged, but in a ready and firm voice, which tells you that she has been a woman of direct action and fearless initiative in her day--one of those strong characters who must have been a bulwark to her generation--a genuine comfort to lean upon in the battle of life's work. Standing, one saw a woman with a frame still tall and magnificent, though somewhat stooped with the weight of a nearly a century of years. [Miss Hatch goes on and states that Mrs. Weaver had one failing, which was her hearing, so that she relied on Mrs. Weaver's daughter to do the interpretation.]

"About when you first came here, mother?" asked the daughter.

"First came here," repeated Mrs. Weaver, catching the leading words. "Oh yes, that was a long time ago. It was all woods of course. It took six weeks to come from Nova Scotia. There wasn't a harbour or anything at Port Burwell then, you know, nothing but a little house on a side hill with a stovepipe stuck out of the side. We had to land in a little boat."

Miss Hatch asked about the hard times of the pioneer days. "Hard times?" she responded cheerfully. "They weren't very hard times. We never wanted for anything--we never lacked for plenty to eat and there was lots of wood for the fire. We had a little money from the property father sold in Nova Scotia, and whenever a boat went to Port Rowan or Buffalo we sent and got wheat or flour--everything we bought from those places. And then we soon raised grain for ourselves. Besides, there were so many things we could make at home, all our soap, soda and sugar."

And at this point the old lady pointed as if to a maple out on the porch. "I remember one year the sap ran in December and we made the sugar for our Christmas cake."

It was this little incident mentioned by the old lady that prompted Miss Hatch to ask about how they kept Christmas. To which the old lady replied, "Keep Christmas? I should say they did, just as far back as I can remember. Yes, we did it a good deal like we do it now, too, only of course everything then must be made at home, present and all, and every item of the dinner except the tea, was home grown or wild. Only one thing, we always began Christmas Day by going to church in the morning. Folks don't do that now."

"Did they have great dinners in the old days?" asked Miss Hatch.

"Have big dinners?" answered Mrs. Weaver, "I guess they were big. All the aunts, uncles and cousins came from church to our place for dinner and we hadn't any two or three large extension tables to set out in those days, to be sure. We lived in small quarters and hadn't room for big tables and chairs. But we had a happy time just the same, the best in the world. People don't know how to have a good time like that now. "And then she proceeded to tell Miss Hatch all about the bill of fare and the customs of her far-off childhood at Yuletide.

"About dinner time various families came on foot to the clearing; perhaps even a sled or two with the oxen or horses which brought them, stowed in the barn eating their dinner already. Inside, the aunts and uncles were gathering about the festive board, with much crowding, hilarity

and making shift for seating. The children were set upon the floor and had a glorious time; having no bother with neither napkins nor table manners, the heads of the table vying with each other to see that they were well satisfied with all the good things. These good things were first of all roast goose and beef, all home grown. Once one of the uncles had a roasted porcupine which was a treat that was never forgotten. I suppose bread and pickles and vegetables went with this course much the same as we have it now, for in time may be all home grown. Then apple pie for dessert, baked in long tin pans in the old clay oven and cut into generous squares. After this the fancy cruller cakes with any amount of nuts and some raisins. Not having been a course dinner, with stacks of dishes coming on and off the table, the dinner work wasn't long doing up. That is one advantage of having few dishes to do with. Everybody and the elders sat down for a good afternoon visit, with a great deal of jolly laughing and singing and story telling sandwiched in between. There were no musical instruments in those days, not even a Jew's harp. But sing? I guess they could sing! Everybody could sing in the old days, and beautifully too! It wasn't like it is now."

Miss Hatch then asked Mrs. Weaver about the change in styles.

"Styles?" answered Mrs. Weaver. "Yes, they had styles for sure. Someone would go down to Port Rowan or Buffalo, see some pretty dress coat or bonnet on some woman on the street, and copy them for herself. Other folks took it off her then. Your Aunt Liza, the one that married George Backus--Squire Backus's mother it was--used to do that. She was deft with her fingers, if ever anyone was. I've heard them say what Aunt Lizzie Haines couldn't do, no one else need try."

Mrs. Weaver was then asked who had the first carriage and she replied that Ben Haines made it and that he could make anything he saw and set his mind to. My respect for the ingenuity of the Haines family was becoming established forever. Even Grandma Weaver (who was Tamar Haines in her youth) was not without her portion of admirable family quality. Someone had died and the men had fashioned a coffin out of wood. But its cheap raw appearance did not satisfy as a last honored resting place. The resourceful Tamar and her mother burned straw and putting grease with it polished the coffin black.

Miss Hatch then asked the old lady how they built old-fashioned fires, in fact what was tinder and what was flint?

"Why bless you," laughed the old lady. "They are all simple enough things. Tinder was nothing more or less than charred cotton. They kept it in a box and when the spark from striking the flint fell on a piece of it, it would catch fire. Flint? The Indians left lots of it laying around. Where is that piece we have here now?" Mrs. Weaver displayed an arrowhead.

"Well I do remember the first match," said Mrs. Weaver, with hearty enjoyment of the recollection. "Mother's brother, Lige McConnell, went to Buffalo and came back with a tin box two or three inches long filled with matches. And my! Everybody around had to come and have a look at them before they should get spoiled or wore out. And the first candy we ever had was on Christmas about sixty-seven years ago, after I was grown up and married and had little children of my own. My brother-in-law, that was George Backus, took off a quarter of beef and traded it for Christmas treats. That was our first candy and it was braided. Before that all the bought stuff we ever had for Christmas was our tea. We paid two dollars a pound for that. Once my father-in-law took four bushels of wheat and travelled some twenty miles with it to trade for a pound of tea."

The following are the recollections of Butler Backus as recorded by Louise Hatch:

To imagine Port Burwell as it was when its first settlers came to it more than 180 years ago,

you will have to clothe the cliff with forest, and remove the bridges on the Otter and the piers from the harbour. And taking away those piers makes perhaps the greatest change of all. For where is now the wide sweep of bathing beach to the west of the harbour, the lake then dashed well up the bank. But east of the piers you wouldn't know the place at all. For where the waves roll now was all timbered with a great maple bush.

"Do I remember when it was forest below the lighthouse?" said Mr. Butler of Eden to me the other day (March 29, 1919). "Well, I should say I do. Why, around seventy years ago this spring I remember a 'taffying off' party in the bush down there where it is all lake now. That was part of our land. I suppose you would hardly credit it, but the course the Ashtabula ferry now threads as she goes down the lakes was where my father's south line ran. Directly east of the pier for about eighty rods, lay a strip of the Burwell estate, then a church lot, and our land was east of that. It was 200 acres which my U.E.L. grandmother, Mrs. Carmichael, and another Loyalist had drawn. My grandfather obtained another 100 acres, but that was further east, down where the wireless station stands. The settling duties on my grandfather's farm called for the clearance of so many acres and those they cleared for this purpose. All lay below the cliff where the lake now extends. And the only house that Aunt Tamar Weaver said existed at the port when she came here as a child (she was then Miss Haines) from Nova Scotia, was a shanty on the cliff with a stove pipe sticking out for a chimney, where a man by the name of Steinhoff had set up a tiny store -well, Steinhoff's house went into the lake long ago, and so did Captain Johnson's east of the lighthouse later on.

"The very first settlers about Port Burwell were Uncle Alex Haines, mother's brother, and a friend of his, Anthony Seely. They walked up from Nova Scotia, walked mind you, and 'spied out the land' for the others to follow. And at Normandale uncle possessed himself of one of those camp kettles and carried it, wading creeks and climbing hills, all the way to the Big Otter. Next year he went back to Nova Scotia to report. When he returned here, he walked up again and this time he stopped at Normandale and carried up a 'Wires' plough. He put the wooden handles in it after he got here. A Wires plough was the very first kind known here in Ontario. It was the old story among the relatives that Uncle's plough weighed 250 pounds. But he could never have carried all that. More like the plough weighed 125, I should say. However, I have seen Uncle Alex pick it up after it had its wooden fittings and never set it down in a three mile walk about our lots. Everybody used it and it had to go the rounds and be carried. Uncle Alex was a powerful, big, strong man who lived till he was 92. His mother was a McConnell and she lived till she was 94. Aunt Tamar Weaver, you remember her, she was a Haines, lived till she was 97 or 98. She died about a year ago. They were a long-lived family. Aunt Tamar was the youngest. My mother and Uncle Alex were older.

"The bulk of the early settlers all came following Uncle Alex and Mr. Seely. They were like a large family all married in together, the McConnells, Chutes, Backhouses, Edisons, Saxtons, and the Haines. At one time there wasn't a single family the whole length of Nova Scotia Street but what were my cousins. When the first families came, it was by boat-coming ashore by rowboat. Father, George H. Backhouse or Backus, used to take the oxen down to the mouth of the Otter Creek where the sandbar choked it and with an old board scraper Jim Hutchinson made, scraping a passage through the bar. The oxen had to go out until they swam. Once a passage was made, the current would deepen it so that a rowboat could tow a scow out to the vessel for supplies and settlers. But that was before my time.

"So the first dredging of the harbour was done by my father. Later, I was hired by Alex Saxton to drive the horses on the first formal dredge, and by the time I had grown up, the harbour had developed to such proportions, what with the great impetus of the lumber trade, that the rowboat and scow days were quite forgotten and through the harbour swept a regular fleet of vessels. Why, I've seen two steam boats towing out a raft of logs two miles long. It would reach

from the end of the pier back half-way to Vienna. In spite of the fact that I learned shoemaking and spent a large portion of my life at the trade, one way or another a good many years were passed in lumbering. Sometimes it was cutting down the great hemlocks with father, stripping off the barks and hauling them for shipping. We got the vast sum of $3.00 a cord for tan-bark! And it takes a lot of bark to make a cord.

"We worked young. When I was 9 years old or 10, I handled a yoke of oxen. Dime and Bright were noble strong beasts too. Bright was a dark brindle and Dime brown. I used to swim them across the Otter at that age, about where the fish houses are now (that was in the days before the bridges). All the settlers had to camp out east of the pier till help could be got to take their goods up to Merrill's Bridge. But we were talking about swimming my oxen. I can see them yet, a bunch of hay for their dinner on the yoke and all that was visible being this hay and their tails wiggling through the water. I went across on the boom. They knew where to land. Once I nearly got into trouble swimming them with a yoke on. One was nearly drowned. I was too young to load the lumber I was sent to haul, so old Mr. Mills was on the opposite side waiting to load for me. I can remember now yelling from the boom for him to catch hold of that ox's bow and holler gee for me. That saved them. Once over I hauled lumber up the west hill by the day. That lumber built nearly all the houses up there.

"Later on, when I was seventeen, I should say, my brother-in-law, Pete Kinney, and myself took the contract of loading the *Old Ocean*, a three-master, with lumber from Peter's mills, east of Tillsonburg. We hauled a million feet, 2,300 to 2,500 to a load each with one pair of horses. We got a shilling a hundred for hauling, which wasn't much and 90[c] of that pay went for toll, for the old Plank Road was full of them. Beautiful lumber that was, just two boards width made the bottom of your load then. When it was all staked up it was something like a load of hay and you had to be just as careful with it. Lumber is hard stuff to haul. Get one of your wheels off the plank road and you were stuck good. Going over a bump too. Lumber seems to settle and shake down hard.[2]

The Backhouse or Backus family were among the earliest pioneers in Ontario. The great-grandfather, Judge Backus, held the first court ever held in this section of country at Long Point, and John H. Backus at Port Rowan ground the grain for the bread of all the first settlers in Elgin. William Backus or Backhouse was the brother of Butler Backus. Mrs. Lawrence Johnson was sister of Butler Backus; she lived in Avon.

Marine History

Shipyards at Vienna, Estherville and Port Burwell flourished. Some of the leaders in the field were Messrs. Youell, Emery, Foster, McBride, Suffel, Hamilton, and Daniel Freeman. The shipyard at Vienna turned out small boats and flat-bottomed barges, the latter being from fifty to seventy-five feet in length. The following ships were built at Port Burwell from 1834 to 1890:

1834	*Royal Tar*	40 tons	1862	*Almina*	173 tons
1834	*Amity*		1862	*Ellen Theresa*	77 tons
1834	*Chapman*		1862	*D. Cornwall*	338 tons
1834	*Lady Colborne*, all schooners of around fifty tons.		1863	*D.M. Foster*	251 tons
			1864	*Homeward Bound*	106 tons
1846	*Sir Robert Peel*		1864	*Laura Emma*	40 tons
1847	*Sterling*	48 tons	1866	*Arabian*	138 tons
1848	*Hagard*	81 tons	1866	*Sarah Jane*	174 tons
1849	*Royal Oak*	58 tons	1866	*George Suffel*	75 tons
1850	*The Pine*	88 tons	1866	*A.C. Storrs*	145 tons
1860	*Ada (Marcia Hall)*	54 tons	1866	*W.Y. Emery*	154 tons
1861	*Florence*	199 tons	1866	*Ariadne*	150 tons

1867	*W.W. Grant*	163 tons	1873	*Draftsman*	210 tons
1868	*Two Brothers*	137 tons	1873	*Lady McDonald*	284 tons
1868	*Leviathan*	91 tons	1873	*Erie Belle*	319 tons
1869	*Daniel Freeman*	193 tons	1874	*Lillie Hamilton*	320 tons
1870	*Fellowcraft*		1874	*Mary Ann Lynden*	245 tons
1870	*Argo (later Alice May)*	118 tons	1874	*Grace Amelia*	199 tons
1870	*E.A. Dunham*	75 tons	1874	*W.G. Suffel*	238 tons
1871	*Vienna*	166 tons	1874	*Annie M. Foster*	77 tons
1872	*Edward Blake*	328 tons	1875	*Hercules*	240 tons
1872	*Clara Youell*	268 tons			
1872	*Lady Dufferin*	356 tons			

Other ships were: *Eunice Ann* (later *Elm City*), *Eliza White, Maple Leaf, Alzoro, Bermuda, Conservative, Two Friends,* a large schooner, 336 tons; *Three Friends,* sister ship; *Albatross,* lost off Plum Point during the 1890s; *Brittania, Anna Craig,* owned by Captain D. Foster of Port Burwell; *Hazard,* steam tug built in 1892—it marked the beginning of steam tug construction. The first ship built on the Otter Creek was built at the Estherville shipyard near Merrill's bridge in 1834. It was a small schooner by the name of *Royal Tar.* This ship was forty tons and was named after King William IV, the "Sailor King." This ship plied the lakes for twenty-three years before it sank near Toronto in 1857. The *D. Cornwall* was the first ship to be built at the maximum dimensions of the Welland Canal in 1863; it was a three-masted sailing ship similar to the *Clara Youell, Lady McDonald,* and the *Lady Dufferin.* Lillian Rea Benson's article "Port Burwell Shipyards Won Fame for Numerous Canal-size Schooners Launched in the Boom Period of the '60s," also lists many of the shipbuilders and ships that were built in Port Burwell.

In 1946 Ralph Hurley founded the Hurley Boat Building and Welding Yard at Port Burwell to construct steel boats of all sizes. Some of his boats were:

1962	*Gerry S.*, a 9-ton, 37-foot vessel with a 13 1/2 foot beam.
1963	*G. and F.*, for Gwen and Frank Williams.
1966	*Edward J.*, 40-footer named after the sons of John Warren.
1968	*Scaffie III.* This vessel was 42 feet long and became a west coast salmon trawler.
1976	*Roseline*, 42 feet long.
1980	*Last Time*, 80 feet in length.
1983	*Aurora Borealis II.* This is a 50-foot pleasure craft. Hurley considers this to be his last boat.

In shipbuilding, the keel was laid first, customarily from the best white oak, and then the ribs and stringers were bolted to the keel. The ribs, which were called "knees," were made out of oak trees that grew on the slopes of Otter Creek Valley. This was done by using part of the lower trunk and root to secure a natural curve. Similar knees were used at the upper ends of the ribs to give union and strength to the deck structure. The lower part of the hull was built very strongly to stand the wracking of hundreds of tons of coal, stone, lumber, and barrelled goods. Some of the ships built at Port Burwell had double bottoms with the outer sheathing made from white oak that was whipsawn into shape, placed in a steam-box, and when pliable fitted to the curve of the hull. The same procedure was used for the inside lining. The decking was made of good quality white pine. Pine was also used for the masts and spars. All joints were made watertight by oakum and then were covered by pitch. All ships built in Port Burwell had to be canal-sized because of the width and depth of the Welland Canal. They had a cargo capacity of three hundred to 750 tons deadweight. Most of the vessels carried a cargo of three hundred tons. The time required to build a ship was from eight to ten months. Most of the vessels had a crew of six to eight men. When the hull was completed, it was launched sideways into the creek or harbour by means of greased skids. The building of large wooden hulls came to an end when oak became scarce and steel hulls began to be used. About this time the railways were commanding the freight and passenger business. The last large schooner to be built in Port Burwell was the *Hercules* in 1875. The following are the recollections of T.H. Mason about shipping and shipbuilding in Port Burwell:

Port Burwell Shipyards Won Fame For Numerous Canal-Size Schooners Launched in Boom Period of '60's

By Lillian Rea Benson

Little has been written about the ship building activities on the Canadian shore of Lake Erie during the middle years of the last century. A number of ports along the north shore possessed their own shipyards but it was probably at Port Burwell that the industry reached its greatest volume.

* * *

Several factors combined to make ship-building a natural development in this particular district. Many of the settlers on the first concession of Bayham and Malahide Townships had emigrated to Upper Canada from Nova Scotia. They came of a seafaring people and, as might be expected, after they were established on their farms they began to build and sail small schooners on Lake Erie. Moreover, white oak and white pine of an excellent quality grew in abundance close at hand, and Otter Creek, which empties into the lake at Port Burwell, provided accommodation for shipyards. There was, in addition, a ready market in the American towns across the lake for lumber, grain and bog iron from the district. As the population grew and these products could be shipped in greater quantities, sailing and building of shipping became increasingly important.

Ship-building at Port Burwell reached its peak in the sixties and seventies of the last centry. Indeed, at one time no less than three shipyards were in operation there. However, increased rail facilities and the depletion of the white pine forests eventually brought about the decline of the industry.

There are few people living today who can recall the boom days of the ship-building industry at Port Burwell. It is fortunate, however, that in 1935 T. H. Mason, who was born in that village in 1858, was persuaded to write his reminiscences in a series of articles for The London Advertiser. In one of these he describes the method of building and tells of some of the men who were engaged in the industry.

* * *

Most of the schooners built in the sixties and seventies were full canal size and took from eight to 10 months to build. Mason says:

"First the keel was laid—customarily only best quality white oak. Then the ribs forming the skeleton of the ship were bolted to the keel and strengthened by natural knees bolted along the keel and running up the inside of the ribs. These 'knees' were made of oak found growing on sidehills. But utilizing part of the lower trunk and part of the root, the builder obtained a natural crook with the fibre of the wood unbroken. Similar knees were used at the upper end of the ribs to give strength to the deck structure. The lower part of the hull was built very strongly, not only to stand the racking of such loads as coal, stone, grindstones, etc., but to carry the rest of the heavy structure of the ship. The outer sheathing was all white oak, whipsawn by hand—the timber was lifted on gins eight or 10 feet high; one man stood above and one beneath and with a very long whipsaw, sawed it into planks. These were steamed in special steaming boxes to render them pliable enough to curve to fit the curve of the hull. The inside sheathing was of oak fashioned in the same manner. The decks were of best quality white pine. All seams everywhere were made watertight by caulking with oakum and then covered with pitch.

"Choicest pine went into the spars, yards and top-structure. The cost of this superstructure and rigging was usually from one-half to two-thirds that of the hull."

* * *

The three builders of whom Mason writes were Captain David Foster, Daniel Freeman, and Youell and Emery. Foster, whose shipyard was on the east side of the Otter, was one of the pioneers in the business. It was his custom to build a schooner, sail her until he found a purchaser and then return home and begin all over again. For a time after the decline of the industry Foster ran a pleasure steamer on the Thames River; later he went to Northern Michigan.

Daniel Freeman's yard was on the west side of the stream just below the bridge. He was a lawyer whom Mason says came to Port Burwell from Simcoe about 1870. However, since there was a boat built there in 1869 and called the D. Freeman, it is possible that Freeman may have come a few years prior to 1870. Two of the largest boats built at Burwell, the Edward Blake (328 tons) and the Lady Dufferin (356 tons), were products of the Freeman shipyard. Around 1876 when he realized that the industry was on the down grade, Freeman pulled out and went to California where, it is said, he became a millionaire.

Youell and Emery, whose yard was on the east side of the Otter north of the bridge, was the third firm mentioned by H. C. Mason. His article contains some interesting figures with regard to two of the Youell and Emery boats which indicate how prosperous the shipping business was for a time and how quickly it slumped. The Lady McDonald (284 tons, built in 1873) took a cargo of salt from Goderich to Chicago and there took on 22,000 bushels

"In 1844, my mother and grandmother crossed the lake by schooner, went on to New York via the Erie Canal and the Hudson River. Where possible, people chose the water routes in those days. Grandmother returned in September. Just before her return there had been a terrible storm on the lake, and she saw on the main street of Buffalo, which was hundreds of feet from the harbour, a small schooner which had been driven up and left by the wind and the waves. All but two of the little Port Burwell fleet was wiped out in that blow. Later, 28 captains of schooners lived in and about Port Burwell, and the port was the greatest ship-building establishment on the north side of Lake Erie, with three shipyards at work. The first shipyard was on the west side of the Otter Creek, where the first concession used to cross." (This shipyard did not turn out any schooners of medium size because of the shallow waters of the Otter Creek.)

"One shipyard was at the foot of the hill below the brick hotel on the east side of the creek and it was operated by Capt. David Foster; another shipyard was located on the west side, just below the bridge on the west side of the creek and it was operated by Dan Freeman, while the third shipyard was located north of the bridge on the east side and it was operated by Messrs. Youell and Emery. Messrs. Youell and Emery also operated a grist and sawmill. The first ship's mechanic was Alexander McDonald and Capt. Samuel Arnold was an expert on superstructure, rigging, etc. Mr. George Pontine was master builder for Youell and Emery and the *Lowland Lass*, of Port Bruce, was a Pontine product. It was a great day when it was launched because there were speeches, blessings, band music and children playing about. The hull was decorated by flags. Gone are the events of long ago.

"Port Burwell was a great lumbering centre along with Vienna, where the sawmills were operating three-quarters of the year. The lumber cut in Vienna was barged down the Otter Creek to the yards at Port Burwell. The lumber barges were flat-bottomed and were hauled by horses to Port Burwell. Sometimes there were as many as ten schooners being loaded with lumber. The gristmills at Port Burwell usually had a waiting list of grain wagons stretching a quarter of a mile, with the mills running from sunrise to sunset to prepare the grain for shipment out of Port Burwell. The corn grown by the farmers was kiln-dried and shipped as cornmeal to the Maritimes via Buffalo."[3]

Over the years, Port Burwell has had its share of interesting captains. One of them was Captain John Verner, who later became the harbour master at Cleveland. Before his death in 1907, he recalled that he had for many years operated a schooner between Port Burwell, Port Stanley, and Cleveland carrying lumber and coal. He made his first appearance in Port Burwell in 1848 in the schooner *Everitt* to pick up 6,000 bushels of grain. He built the schooner *Ellington* in 1855; it had a capacity of 10,000 bushels. He sold the ship in 1862 and purchased the *Philo Parson*, which he sailed for years. The *Ellington* sank near Toledo in 1869. Another ship captain in Port Burwell was Captain James Albert Henning, who was born in Jarvis, the son of John and Sarah Henning. At an early age he moved with his parents to Kingsville and Pelee Island. For twenty-five years he was a sailor and became a master in 1901. All together, he was a fresh water sailor for sixty years. Occasionally, he sailed to Montreal. Captain Henning settled in Port Burwell in 1905. He owned the fishing tug *Winner*, which he used until 1914. He then built the *Earl Bess*. During the First World War, the fishermen were making immense herring lifts, which made many ship owners wealthy. During this period Henning had thirty men working for him. While fishing with the *Earl Bess* out of Erieau, he lifted thirty tons of fish. The deck of the tug was so loaded down that rather than attempt to enter Erieau harbour, he sailed his tug to Sandusky in Ohio. Later, during the war, he sold the *Earl Bess* and purchased the *Brown Bros.* from its Port Stanley owners. In 1929 Captain Henning used this same tug to tow in the captured rum-runner *Hannah* into Port Burwell, where she was beached.

Port Burwell lighthouse.

There have been many losses and disasters involving Port Burwell ships. I have tried to compile a list of as many as I could. The *Royal Tar* met an untimely end when she sank in Toronto harbour in 1857. In 1862, a schooner by the name of *Starlight* limped into Port Burwell and sank in Otter Creek. In 1866 two schooners, the *Arabian* and the *Josephine*, went down in the deep. Each had a crew of seven and in each case there was a lone survivor. T.H. Mason recalled that his mother and grandmother decided to take a trip to New York in the late summer or early fall of 1844. On their journey home they arrived at Buffalo and were appalled by the sight of the damage created by the storm of October 18th. There had been a bad flood started by a gale. On the main street, hundreds of feet from the harbour, was a small schooner which had been driven up by the wind and waves. All but two of the entire fishing fleet of Port Burwell were lost through that storm. There had been terrible storms in 1835, 1838, and 1842. The one that occurred on November 11, 1835, started with a wind that came from the west-southwest, lifted the lake waters, and smashed them into the ports on the south side of Lake Erie. Immediately the creek at Buffalo rose twenty feet. Steamers and sailing vessels were hurled into the main street of Buffalo. The surge of water crushed the canal boats under the bridges, while on the west side of the harbour dwellings were swept away and all the occupants drowned. The schooner *Free Trader* left Port Burwell bound for Cleveland with thirteen passengers aboard. When she was out in the lake, she received the full blast of the wind, capsized and righted herself twice. After the storm the wrecked hull was found adrift off Dunkirk with only one sailor still alive. He probably had lashed himself to the tiller as was the habit of all helmsmen in those days during a gale. The schooner *Two Brothers* was lifted up by the waves and smashed down on the pier. The storm drove the steamer *North America* ashore at Erie. The steamers *Sandusky*, *Henry Clay*, and *Sheldon Thompson* were driven ashore at Buffalo. Among the schooners that were driven ashore were the *Tecumseh* and the *Colonel Benton*. Wharves and docks along with warehouses were destroyed. Two people were swept off the pier at Portland. The schooner *Godolphin*, loaded with salt, was wrecked at another devilish place off Fairport. The entire crew was lost. The destruction on the other lakes was similar.

In 1838, another storm struck in the month of November and destroyed twenty-five vessels. Some of the vessels destroyed on Lake Erie were:

New England, steamer under Captain Burnett, driven ashore at Fairport.
Toledo, schooner of 130 tons under Captain Scoville, wrecked off Conneaut.
Virginia, brig of 115 tons under Captain Douglass, ashore off Madison.
Ralph Granger, schooner of 90 tons under Captain D.H. Green, ashore at Fairport.
Hiram, schooner of 60 tons under Captain McKinty, ashore off Fairport.
Lodi, schooner of 50 tons, ashore off Fairport.
Cleveland, schooner, ashore off Ashtabula.
Sandusky, schooner of 110 tons under Captain Davidson, ashore at Erie.
Colonel Benton, schooner, ashore at Dunkirk.
Eagle, schooner under Captain Davidson, ashore near Erie.
Lady of the Lake, schooner under Captain Shepard, ashore at Buffalo.
Manhattan, brig under Captain John Stewart, ashore at Port Albino.
Saratoga, schooner, ashore at Conneaut.

Few ships were lost on the north side of Lake Erie because this part of Canada was wilderness and most of the traffic was on the south side of the lake.

On November 15, 1842, the wind on the lakes started to rise and blow from the west, then it turned and blew from the southwest, increasing in force. The ice, snow and high winds spelled doom to fifty ships, eighteen of which were driven ashore on the north side of Lake Erie. The following is a partial list of the ships that were destroyed:

Chicago, steamer, ashore at Cattaraugas.
Buckeye, schooner, ashore at Conneaut.
B. Franklin, schooner, ashore at Fairport.
Allegan, schooner, ashore at Fairport.
Macomb, steamer, ashore at Point Mouille.
Brothers, rescued the passengers from the *Macomb* and went ashore later.
Francis Mills, brig, ashore near Port Burwell.
Jenny, schooner, ashore near Port Burwell.
Mariner, schooner, ashore at Point Pelee, another bad place. The ship was towed free by the *General Scott*, a steamer.
Indiana, schooner, wrecked near Gravelly Bay.
Mississippi, schooner, wrecked near the *Indiana*.
M. Kingsman, wrecked in same location.
Florida, went ashore at Point Albino.
Milwaukee, loaded with flour, driven ashore and wrecked. Only six persons out of fifteen were saved; the entire cargo was salvaged.
Norton, schooner, ashore at Buffalo.

The schooner *Dolphin*, under Captain McCloy, and the schooner *Martha Freme*, under Captain McKinty, collided near Erie, sending the *Dolphin* to the bottom. The steamer *Chicago* collided with the *Commerce* on Lake Erie in September of 1842.

On October 18, 1844, Buffalo was again flooded. The water rose twenty feet. As before, it started with a steady wind from the northeast driving the water up the lake. Suddenly on the 18th the wind shifted and blew in the opposite direction with a tremendous force, piling the water at the eastern end of the lake. The wall of water smashed into Buffalo, placing the streets under five to six feet of water; many people drowned in their beds. In all, the storm took eighty-five lives. A giant wave picked up the ferry and plunged it through the hole in the south pier and set it down on Ferry Street. On the evening before the storm, the steamers *St. Louis, Robert Fulton, Indian Queen*, and the *Julia Palmer* left Buffalo with passengers for ports on the upper part of Lake Erie. When the *St. Louis* was off Dunkirk, she broke one of her shafts and, while wallowing in the troughs, four of her passengers were swept overboard and drowned. With the power of one of the wheels and the aid of a jib and stay-sail, they swung about and headed for the Niagara River to

take shelter. There the ship became uncontrollable and went around in circles until Captain James Haggart brought out his steam tug and towed the ship to the dock at the foot of Ferry Street. The *Robert Fulton* lost three passengers and ran aground above Sturgeon Point. Ships that were damaged and wrecked were:

Potomac, schooner, ashore at Erie.
G.H. Walker, schooner, ashore at Erie.
Brandywine, schooner, ashore at Erie.
John Grant, schooner, ashore at Erie.
Lodi, schooner, disabled and towed by the *Missouri*, a steamer.
John Marshall, schooner, wrecked off Fairport.
Maria Hilliard, schooner, damaged off Erie.
Wyndot, schooner, damaged off Erie.
Mariam, schooner, damaged off Erie.
Georgina, schooner, damaged off Erie.
Albert, steamer, ashore at Buffalo, but finally pulled herself free.
Commodore Perry, schooner, collided with the steamers *General Wayne* and *Great Western*; she lost one man.
Chautaugne, steamer, ashore at Black Rock.
Columbus, steamer, ashore at Buffalo with such force that she was driven up the creek and two hundred feet into a pasture.
Europe, brig, damaged.
Uncle Sam, brig, damaged.
Capt. John Vail, brig, damaged.
Marion, schooner, damaged.
Capt. Jerry Oliver, schooner, damaged.
Robert Wood, schooner, damaged.
Fifty canal boats were driven ashore at Buffalo and Black Rock.
Ashland, schooner, ashore at Buffalo.
G.W. Dole, schooner, ashore at Buffalo.
Bunker Hill, schooner, ashore at Buffalo.
Hannah, schooner, wrecked 20 miles below Malden.
Ottawa, schooner, lost her anchor and sails.
Marengo, schooner, limped to Detroit with all sails gone.
Big Z, schooner, ashore at Hog Island.
Congress, schooner, ashore near Malden.
John McDougall, a Canadian brig, sank at Peach Island.
Pacific, schooner, wrecked near Dunkirk.
Nicholas Biddle, schooner, lost off Port Burwell along with the schooner, *Pennsylvania*, with all hands.
Schooner, Canadian, lost in same area with thirteen lives.
Governor Marcy, schooner, wrecked near Port Albino; five lives lost.
United States, schooner, ashore at Port Monyea, near the Detroit River.
In the case of the steamer, *Julia Palmer*, a horse swam ashore with a letter tied to its mane saying that the crew had run out of firewood and were burning the furniture.

1845

The schooner, *Chapman*, out of Port Burwell under Captain Charles Gale, carrying lumber from the mills on Otter Creek to Cleveland, was wrecked between Port Burwell and Long Point. The same storm piled up three canal boats and the steamer *President* on the shores at Black Rock along with the schooner *Suavity*. Other ships lost were:

Ben Franklin, schooner, sank off Cleveland.
Columbia, steamer, blew her boiler on Lake Erie but survived.
T.W. Maurice, brig, ashore at Conneaut; two lives lost.
Geneva, sloop, ashore at same place; one life lost.
John Grant, schooner, capsized near Erie.
Texas, schooner, sank at Put-in-Bay.
Texas, another schooner of the same name, down at Long Point with the entire crew of six.

Sweden, scow, ashore at Buffalo.
Maryland, schooner, aground at Fairport, but was refloated.
Mountaineer, schooner, ashore at the mouth of Cattaraugus Creek.
Caledonia, schooner, ashore at Cleveland.
Henry Clay, ashore at Erie.
Owanungah, brig, ashore at Madison Rock, but was pulled free.
A government revenue cutter, ashore at Conneaut.
Preable, brig, ashore at Buffalo.
Elizabeth Ward, schooner under Captain Crowl, capsized.
North Caroline, schooner, ashore at Ashtabula.
Western Trader, schooner under Capt. Barton, driven ashore at Buffalo.
Sylph, schooner, damaged in collision with *Milan*, another schooner on Lake Erie.
Wilcox, schooner, sank off Cleveland.
E. Jenny, schooner, sank at Buffalo.
Favourite, schooner, trapped in the mouth of the Maumee River by ice and sank.
Lexington, steamer, damaged by fire on Lake Erie.

In many cases ships that were driven ashore were pulled free and served for many years after.

1846

The year started with an ice jam at the head of the lake. Ports along both shores were completely blocked. Of all the ports, Buffalo suffered the most with twenty-nine ships damaged and the steam ship *Dole* being crushed and sunk. On November 19, 1846, the following ships met their end or were damaged:

Racine, schooner, ashore at Madison Dock.
Osceola, brig, wrecked at Silver Creek, four lives lost.
Swan, schooner, ashore at Barcelona.
Harwich, schooner, ashore at Barcelona.
Bayona, schooner, capsized at Barcelona; three lives lost.
Indian Queen, steamer, ashore at Silver Creek.
Pilot, schooner, ashore between Twin Rivers and Manitowod.
Merril, schooner, ashore between Twin Rivers and Manitowod.
Vieau Savannah, schooner, ashore between Twin Rivers and Manitowod.
Black Hawk, schooner, ashore between Twin Rivers and Manitowod.
Charles Howard, schooner, ashore.
United States, schooner, ashore.
J.H. Lyons, schooner, ashore.
Huron, schooner, ashore.
Dayton, schooner, sank at Erie.
H.H. Sizer, brig, ashore at or near Erie.
Alps, schooner, ashore at or near Erie.
Lexington, a schooner under Captain James L. Pier, left Cleveland on the 17th for Port Huron with a cargo of 110 barrels of whiskey, fifty-three tons of coal, and two boilers. When off Huron, Ohio, she was caught by the gale on the 19th and sank with all aboard. When the wreck was discovered, only her masts, complete with sails, were visible.

Seven other ships were driven ashore in various parts of the other lakes. During that year twenty-nine other vessels met disaster.

1848-1851

In 1848 fifty-nine ships met disaster on the lakes with Port Burwell claiming the schooner *Martha Freme*. Port Stanley claimed two schooners, the *Ottawa* and the *Scotland*. Long Point claimed the sloop *Ed Jessey*, the brig *Brittania*, and the schooner *Uncle Tom*. In 1849, only sixteen ships were wrecked, none near Port Burwell. In 1850, ten steamers, twenty-one sailing ships and one propeller, the *Petrel*, met with a dire end with a loss of life amounting to 431. In 1851, there were 263 disasters with a total loss of life amounting to seventy-nine. The worst disaster occurred between Port Burwell and Long Point when the *Henry Clay*, a propeller ship under George

Callard and his crew was swamped by large waves. All perished except for one man. The *Henry Clay* left Detroit on October 24, 1851, for Buffalo. When off the Port Burwell area, it was pushed into the treacherous waters of Long Point. The ship had her decks loaded and during the pitching and tossing, the load shifted and dropped on the engine, thus knocking it out of action. The ship then wallowed helplessly in the heavy waves, which tore away the top deck with ten men clinging to it. Only one survived; he was picked up later by a passing schooner. Sixteen lives were lost. Here are some of the ships that went down or were driven aground on the Canadian side of the lakes:

Southerner, steamer, disabled off Point Pelee.
Wabash, schooner, wrecked off Port Dover.
Beaver, British brig, sank at Rondeau.
Brewster, schooner, wrecked at Port Dover.
Atlanta, schooner, wrecked at Port Dover.
Ellen Stuart, schooner, sank at Long Point.
Ramsey Crooks, schooner, capsized at Point Pelee.
Arcadia, schooner, sank at Point Pelee.
Rachel, British schooner, sank in the Welland Canal.
Monsoon, schooner, sank at Port Hope.
Kentucky, schooner, sank at Presque Island.
Chicago, schooner, wrecked at Long Point.
Billow, schooner, wrecked at Long Point.
Prince Albert, schooner, wrecked at Long Point.
Texas, schooner, wrecked at Rondeau.
Flying Dutchman, scow, wrecked at Long Point.
Atlas, steamer, wrecked at the mouth of the Grand River.

1852

In 1852 on August 20 about six miles off Long Point or in the vicinity of the waters of Port Burwell the steamer *Atlantic* and the *Ogdenburg*, a propeller steamer, collided with the loss of 131 lives. The steamer was at fault because it ran across the bow of the propeller and was struck forward of her wheel on the port side. The weather was perfect and though there was a slight haze, the stars shone and the lake was like a mill-pond, an atmosphere that was conducive to day-dreaming. Perhaps that was the error on the part of the helmsman. The strange thing about the collision was after the impact, both ships backed off and proceeded on their way. The *Atlantic* soon came to a stop because the boiler room was flooded. Slowly the ship sank, bow first. Everyone, including the crew, were panic-stricken and a large percentage flung themselves into the lake while others ran to the aft section of the ship. Meanwhile, the *Ogdenburg*, seeing the danger that the *Atlantic* was in, turned and picked up the survivors. The *Atlantic* was built at Newport, Michigan, in 1848. She was a ship of 1150 tons with the length of 267 feet and a beam of 33 feet. On November 10 and 11, 1852, a pre-winter gale sent fifty-five vessels to early graves, one being the propeller *Oneida*, which capsized on Lake Erie with the loss of seventeen lives. In December of the same year, gales sent down fifteen more vessels. The schooners *Rip Van Winkle, Sarah J. Eason, Arkansas*, and *New Haven* sank on the west side of Long Point. The year ended with a total loss of 296 lives and 229 ship disasters.

Because of the terrible toll of ships and lives, the people of Port Burwell erected a permanent lighthouse in 1852. A temporary beacon tower was built in the early 1840s. The first lightkeeper was J.P. Bellairs. A grant in 1849 helped improve the run-down piers and silted harbour at the mouth of Otter Creek. According to a report written in 1868, the west pier extended out into the lake 730 feet with a western outer pier of sixty feet. The eastern pier was originally three hundred feet out into the lake and according to the report of 1868 the pier length was four hundred and nineteen feet. A small light was placed on the west pier. The position of the harbour was such that vessels failing to weather Long Point during southwesterly gales could avail themselves of its shelter if it could be safely entered. But from the limited width between the piers, and the sand bars accumulated outside, this was attended with such risk as to be rarely attemp-

The car Ferry Ashtabula.

ted, except in cases of absolute necessity. After the railroad pushed its tracks into Port Burwell, there was a need for harbour improvement. The government dredged the harbour and widened the turning basin to four hundred feet. When the CPR took over the railroad, the port was then used for importing coal, which was brought over by the coal ferry *Ashtabula* from Ashtabula, Ohio. Service started in 1906 and carried on until the late 1950s. The ship brought in freight and coal cars and took out cars of limestone and newsprint. After making 13,000 round trips, the ferry sank in Ashtabula harbour after being rammed by an ore carrier. The hulk was raised in 1959 and salvaged for scrap. In 1896, Port Stanley and Port Burwell were brought up as the ports needed for docking the coal ferry. Port Dover had been considered as a winter port, but in view of the rocks and ice, it would have been blocked during the winter. This situation was caused by the narrow passage between Long Point and the American shore which formed a pocket into which ice could be forced by the prevailing southwest winds and current from the wider portions of the lake. Port Burwell was considered above Port Stanley because it was eighteen miles closer to Conneaut, Ohio. It was then thought that the Otter Creek cleaned out the harbour once a year and still had the "goose island" which was growing bigger each year. It was felt that the Tillsonburg, Lake Erie and Port Burwell railroad offered the best facilities. It was recorded that the average formation of ice in the harbour at Port Burwell was four and a half inches. Pack ice in the harbour accumulated to a depth of four feet. In 1960 the turning basin was widened to five hundred feet and a flashing light was placed on the pier along with a fog horn. The CPR removed the old tracks that led to the old shipping dock, thus ending another era.

By the year 1843 the dangers of navigation on the lakes were recognized and forty-four lighthouses were in operation. Port Burwell by this time had become a leading cargo terminal on Lake Erie. In 1852, Alexander Sutherland, cousin of a leading Canadian statesman, Sir Oliver Mowat, was appointed lightkeeper. Sutherland had come to Cobourg from Scotland in 1832 and operated sailing vessels out of Cobourg until 1852. The harbour was lit by three fixed guiding lights with one light facing the southeast, one to the south, and one to the southwest. The oil lamps were on twenty-four hours a day, which required seventy-one gallons of oil and seventy-two wicks annually. Between 1852 and his death in 1873, Alexander Sutherland witnessed the coming and going of hundreds of ships. He saw the schooners *Arabian* and *Josephine* leave the harbour after being launched to take part in the world of commerce. He recalled the sinking of both schooners on June 18, 1866, each with all hands except in each case there were a single sur-

vivor. In the lightkeeper's records he noted that in the winter of 1868 it was intensely cold and that ice in the harbour was four feet thick. In 1869 Sutherland asked the government to make Port Burwell a harbour of refuge. The following year four vessels were lost. Only two of the port's eighteen vessels could get back home for the winter of 1871, and some were frozen in the Welland Canal. Alexander Sutherland, Jr., succeeded his father. William, another son, took the job later, and in 1894 Alexander's son, John, became lightkeeper for Port Burwell. For forty-six years he was harbour master and lightkeeper. Through those years he and his friends beat their way through icy waters to aid ships in distress. His personal record for courage beyond the call of duty was legend in the port. From Buckingham Palace on May 6, 1935, His Majesty King George V commanded the presentation of the Jubilee Medal to John Sutherland. On the occasion of his superannuation in 1940, John Sutherland was honored by George VI when the Imperial Service Medal was presented to him in recognition of meritorious service. John H. Sutherland, his son, succeeded to the family duties in 1940 and performed them until 1947, when death took him. On October 8, when Sutherland died, his son Jack received a telegram from the Department of Transport offices at Prescott, Ontario, asking him to take over the duties as lightkeeper and see that the tower light and the navigation lights at the outer harbour were kept going and in proper order. Jack Sutherland was nineteen years of age at the time. Jack, at the age of sixteen, started working as a deck hand on the S.S. *Norco*, a pulpwood freighter owned by the Northern Paper Mills at Green Bay, Wisconsin. During the next three years he served on several other vessels including the two C.S.L. freighters, the *Kenora* and the *Westmount*, and finally the Ontario and Quebec Transportation Company's *Heron Bay*.

1853

In 1853 there were 266 ship disasters; eighty of the disasters took place on November 12.

Commerce, steamer, collided with the *Despatch*, another steamer, off the mouth of the Grand River. The *Commerce* sank with the loss of thirty-eight lives.
Mary Margaret, schooner, capsized off Grand River; four lives lost.
Texas, schooner, ashore at the mouth of St. Clair River.
Admiral, steamer, burned at Toronto.
Iroquois, brig, collided with *Reindeer* near Kingston.
Queen, schooner, burned at Hamilton.
Susanna, schooner, burned at Port Dover.

1854

In 1854, there were 384 ship disasters.

Buckingham, schooner, ashore at Long Point.
Saratoga, steamer, sank in Port Burwell harbour.
E.K. Collins, burned at Malden.
Little Belle, ashore at Grand River.
Globe, English bark, ashore at Port Burwell.
William Black, schooner, ashore at Port Burwell.
Forwarder, schooner, ashore at Port Burwell.
Edith, propeller steamer, collided with *Charley Hubbard*, schooner, off Long Point.
Twin Brother, schooner, ashore off Grand River.
Ino, ashore off Grand River.
Ellen Stuart, schooner, ashore off Grand River.
Mayflower, steamer, wrecked off Point Pelee.
Over fifty ships aground on St. Clair flats.
Suffolk, schooner, ashore at Port Burwell.
America, steamer, beached at Point Pelee.
Globe, bark, wrecked at Port Bruce.
Ashland, brig, wrecked at Long Point.
Burlington, brig, wrecked at Port Bruce.
Halifax, schooner, wrecked at Long Point.

Adelia, brig, wrecked at Long Point; five lives lost.
Conductor, schooner, wrecked at Long Point.
Trade Winds, schooner, wrecked on the east side of Long Point.
Elizabeth, schooner, sank at Long Point.
Republic, schooner, wrecked at Long Point.

1855

In 1855 the St. Clair flats were dredged and the Sault Canal was finished. Fifty-four ships went down and 115 lives were lost on the Great Lakes. I list only the vessels that went down in this locality.

H.W. Wheaton, schooner, sank at Long Point.
Emblem, schooner, sank at Long Point.
Conquest, schooner, ashore near Rondeau.
Traveller, schooner, sank off Port Burwell.
North Star, brig, sank at Long Point.
Halliwell, bark, sank at Long Point.
Josephine, brig, sank off Port Burwell. It was wrecked.
Baltic, brig, wrecked at Port Stanley.
Julia, brig, wrecked at Port Stanley.
Virginia, lost off Long Point.
Britain, schooner, lost off Long Point.

1856

In the Lakeview cemetery lie the remains of Thomas Hutton, a victim of the burning of the steamer *Northern Indiana* off Point Pelee on July 17, 1856. On her way to Toledo from Buffalo, she took fire with 150 passengers on board. The ship was under the command of First Mate Wetmore. Captain Phealt was in Buffalo because of illness. The fire broke out when the ship was near Point Pelee and immediately Wetmore rang down to the engine room to stop the engines, but the engine room was deserted and the steamer continued on her way, a blazing torch. At the time the steamer *Mississippi* was five miles astern followed by the propeller *Republic*. The nearest ship was a schooner. Because the *Northern Indiana* did not stop, she drew away from the schooner and continued on her way. Meanwhile men flocked to the hurricane deck to release the life preservers, which consisted of short pieces of planks tied together with ropes, but the flames drove the men off the deck. They resorted to tearing up the deck in the fore part of the ship and throwing the pieces overboard for the passengers. When the engines were finally stopped, the steamers were able to pick up the survivors, but not before some fifteen or twenty had drowned. Many of the bodies, some badly burned, were washed ashore at Grovesend and Lakeview, and many were buried near the shore line in unmarked graves. The number of ships lost that year was 597 and 407 lives were lost. This is a partial list of the vessels lost on the Canadian side of the lake:

Cuyahoga, brig, capsized at Point Pelee.
Royal Oak, schooner, sank at Port Stanley.
Industry, schooner, sank at Port Colbourne.
Lord Elgin, steamer, sank at Long Point.
William Penn, schooner, wrecked at Point Pelee.
Egyptian, schooner, wrecked at Point Pelee; all hands lost.
A.J. Brown, wrecked at Port Colbourne.
Robert Bruce, schooner, lost off Port Burwell.

1857

In 1857 shipping was almost at a standstill because of bad financial times but even then there were 481 ship disasters and 490 lives lost on the Great Lakes.

Alice, schooner, sank at Long Point.
Tom Dyer, sank at Port Colbourne.

Louisiana, steamer, wrecked at Port Burwell.
Everett, schooner, wrecked at Port Burwell.
Isaac Buchanan, burned at Port Stanley.
Cataract, schooner, sank at Long Point.

1858

In 1858 there was an increase in lakers taking their cargoes across the Atlantic.

Forest City, propeller, burned on April 5 at Port Stanley.
Traveller, scow schooner, wrecked off Point Pelee.
Ontario, bark, sank at Long Point.
Nimrod, schooner, sank near Port Stanley.
New Brunswick, sank at Point Pelee, five lives lost.
Telegraph, steamer, sank in Lake Erie after a collision with the schooner *Marquette* while on her regular run from Cleveland to Port Stanley. She was a Detroit built ship under the command of Captain Burrows.
North America, propeller, burned at the St. Clair flats.
George Neville, scow, sank in Lake Erie.
Liberator, scow, sank at the mouth of the St. Clair.
Cerro Gordo, capsized at the mouth of the St. Clair.
Albion, sank in Lake Erie; eight lives lost.
Roman, sank in Lake Erie.
J.A. Hope, schooner, wrecked at Port Burwell.
Catchpole, schooner, wrecked at Long Point.

1859

In 1859 there were 440 ship disasters and 105 lives lost.

Lady of the Lake, propeller, destroyed in a boiler explosion on Lake Erie; two lives lost.
B.A. Standart, schooner, capsized at Rondeau.
T.G. Colt, schooner, capsized on Lake Erie.
Dawn, schooner, collided with *New York*, steamer, near Port Stanley; five lives lost.
Roscius, brig, sank on the flats.
Experiment, tug, sank on the flats.
Cleopatra, schooner, collided with schooner *Adriatic* off Port Maitland.
Dispatch, sank in the Welland Canal.
Australia, schooner, sank off Port Colbourne.
Asa R. Swift, steamer, exploded on the St. Clair River.
Virginia Purdy, wrecked at Point Pelee.
Antelope, scow, sank off Point Pelee.
Forest, brig, sank by Arcadia on Lake Erie; one life lost.
California, sank off Port Clinton.
Constitution, sank off Point Spruce, Lake Erie.
Ohio, schooner, sank at the east side of Long Point.

1860

The year 1860 claimed 382 ships and 578 lives. The first major disaster was the sinking of the steamboat *Lady Elgin* on September 8. She was struck by the schooner *Augusta* sixteen miles north of Chicago, ten miles off Winetka in Lake Michigan. She was on her regular run from Milwaukee to Lake Superior and was loaded with 350 passengers and a crew of thirty-five. Only ninety-eight survived. (Other accounts say the *Lady Elgin* was carrying 393 persons.) The *Lady Elgin* went down in twenty minutes in three hundred feet of water. At the time of the collision the steamer was headed north against the wind and the *Augusta* was sailing south with all of her sails, and was scudding before the wind. Her decks were loaded with lumber and Captain D.M. Malott insisted on passing the steamer on the starboard side (the right side) instead of the larboard (port) side according to the rules of the sea. Just as the schooner drew near the steamer, Captain Malott ordered his helm head up, but the schooner came straight into the steamer's larboard side, striking it near the wheelhouse, tearing off the wheel and plunging through the guards into the cabin

and the hull. After the collision both ships broke free and the schooner continued on her way, leaving the stricken steamer and its endangered passengers. Captain Wilson immediately ordered a lifeboat dropped so as to investigate the extent of the damage, but the high winds blew the lifeboat astern. The steamer began to fill and the passengers were issued life preservers. Before the final plunge, the heavy seas carried away the upper structure of the ship; many sought this as a means for survival. When I spoke to an old helmsman many years ago about this, he stated that when running before the wind on a very dark night one gets a little careless and develops fixed vision that actually sees nothing unless it is startling. This is the reason for the short periods at the wheel. He thought the helmsman was in this state and that the captain at the last minute realized it and tried to change course. The *Lady Elgin* was built in the Buffalo shipyard of Bidwell & Banta in 1851. The *Augusta* was owned by Captain G.W. Bissell of Detroit, who after the accident changed the name to *Colonel Cook*.

November gales claimed the steam propeller *Dacotah* on Sturgeon Point in Lake Erie. Twenty-four lives were lost. The *Dacotah* was a large ship of 688 tons. She left Buffalo under the command of Captain William Cross for Chicago, but never got there. Fragments of the *Dacotah* were found after the storm. *Jersey City*, a propeller, went down off Long Point during the same storm, taking with her nineteen lives. The ship was bound for Cleveland and was under the command of Captain Monroe. An empty lifeboat was found near Buffalo after the storm. The same storm claimed the schooner *Hurricane* in Lake Michigan. Other ships lost in 1860 were:

W.H. Davis, schooner, sank in Lake Erie.
A.E. Marselliot of Cleveland, capsized off Port Bruce; Captain Burger was drowned.
Antelope, schooner, sank off Morpeth.
Ocean of Chatham, brig, lost in Lake Erie.
J.G. Scott of Port Bruce, lost on Lake Erie.
Mount Vernon, propeller, exploded off Point Pelee; two lives lost.
Ottaca, schooner, sank off Point Pelee.
Mohawk, steamer, exploded and sank on the St. Clair flats.
Zadoc Pratt, schooner, sank near Point Pelee.
Northerner, schooner, sank at Long Point.

1861

The year 1861 ended with the loss of fifty ships and 116 lives. Vessels lost on Lake Erie were:

Sarah Cornelia, schooner, sank at Long Point.
Cataract, propeller, lost off Long Point with four lives.
Northern, bark, wrecked at Long Point.
Martin Johnson, sailboat.
Magnet, tug.

1862

In 1862 the three-masted schooner *D. Cornwall* left her slips at the Port Burwell shipyard. She was a ship of 338 tons and was the first vessel to leave that shipyard built to the maximum size of the Welland Canal. Three other ships of the same size were made at the same shipyards in 1872. They were the *Clara Youell*, *Lady McDonald* and *Lady Dufferin*. Ship disasters on the Great Lakes totalled three hundred and 154 lives were lost. The ships that came to an end on Lake Erie were:

Sam Amsden, schooner, sank at Long Point.
Bridget, schooner, sank at Long Point.
North Star, schooner, sank at Point Pelee.
Rapid, schooner, sank in Lake Erie; one life lost.
S.H. Lathrop, schooner, sank in seven fathoms of water off Point Pelee; later raised.
Convoy, schooner, lost on Lake Erie.

B.F. Bruce, propeller, burned off Port Stanley.
Bay City, (formerly the *Forest City*), steamer, wrecked off the clay banks in Lake Erie.
Pocahontas, propeller, lost off Long Point.
California, propeller, wrecked off Mohawk Point in Lake Erie.
Northern Light, bark, wrecked off Port Burwell.
Cadet, schooner, sank in Lake Erie.
Flora Watson, schooner, sank in Lake Erie.
Excelsior, schooner, lost off Port Stanley.
Ruby, scow, sank in Lake Erie; seven lives lost.

1863

In 1863 the schooner *D.M. Foster* was launched at the Port Burwell shipyards. She was a vessel of 251 tons. The suspension bridge on the Niagara River, near Lewiston, was wrecked by a gale. At the time it was the world's largest suspension bridge. It was never rebuilt. That same year saw the coming of ships from Norway. Lake business started to rise. The year 1863 claimed 310 ships and 123 lives. Some ships that went down on Lake Erie were:

P.J. Perrin, steamer, wrecked at Rondeau.
Torrent, bark, sank off Port Stanley.
B.S. Shepard, schooner, sank at Point Pelee.
E.S. Adams, schooner, sank in Lake Erie.
Messenger, sloop, sank at Bar Point.
Sarah E. Hudson, sunk by the propeller *Eclipse;* one life lost.
Crevola, schooner, sank off Port Bruce.
Kate Norton, schooner; eight lives lost.
Return, schooner, wrecked at Long Point.
Rebecca Foster, schooner, wrecked off Long Point.
George Davis, wrecked off Port Burwell.

1864

In 1864 two schooners were launched from the Port Burwell shipyards. They were the *Homeward Bound*, a ship of 106 tons, and the *Laura Emma*, a ship of forty tons. The shipyards were always busy with ships coming in for repairs and at this time twenty-nine lake captains lived in Port Burwell. There were 599 marine casualties on the Great Lakes with the loss of forty-five ships. The ship disasters on Lake Erie were:

Jenny Lind, schooner, sank at Long Point.
Almighty, schooner, sank at Long Point.
Belle, schooner, sank at Long Point.
Semenole, brig, collided with *Tartar*, schooner, at Toledo.
Prairie State, propeller, sank off Long Point, near the south shore.
Star, schooner, sank off Conneaut.
D.M. Foster, bark, collided with *Oneida Chief*, schooner, on the St. Clair River.
Racine, propeller, sank near Point Pelee; twelve lives lost. The ship was later raised.
Mayflower, schooner, sank at Black River, eight lives lost.
General Lyon, tug, sank off Point Pelee.
Scotia, propeller, collided with the propeller *Arctic* and sank near Dunkirk; nine lives lost.
Sulton, brig, sank in Lake Erie.
Ogdenburg, propeller, sank in Lake Erie after colliding with the schooner *Snowbird*.
Winslow, tug, wrecked at Cleveland; five lives lost.
Ida H. Bloom, schooner, capsized on Lake Erie.
Alemeda, schooner, sank at Buffalo.
Mohawk, brig, sank in Lake Erie.
Emma Jane, schooner, sank in Lake Erie; seven lives lost.
Mayflower, schooner, lost on Lake Erie; eight lives lost.
Opechee, schooner, lost on Lake Erie.

1865

In 1865 the *Homeward Bound*, a schooner that was built in the Port Burwell shipyard in 1864, met a tragic end when it was wrecked on Lake Ontario. That year claimed 421 ship disasters, 134 of them on Lake Erie. The following is a partial list of ships lost on Lake Erie:

Canapus, brig, lost in Lake Erie.
Illinois, schooner, sank in Lake Erie off Vermillion.
Empire, barge, wrecked at Buffalo.
Samson, tug, burned at Bar Point.
Chas. Y. Richmond, schooner, wrecked off Cleveland.
A.P. Nichols, schooner, collided at Bar Point with the *Brown*, which sank.
Genoa, schooner, sank in Lake Erie.
Algerine, schooner, sank at Port Colbourne.
Wander, schooner, sank off Port Stanley.
Her Majesty, propeller, sank at Port Colbourne.
J.P. Mack, bark, sank at Port Bruce.
Dunkirk, propeller, collided with the schooner *C. Amsden*, near Malden.
Knight Templar, schooner, sank on the flats.
Canada, steamer of 165 tons, wrecked at Bar Point.
Illinois, 525 tons, wrecked off Point Pelee.
P.F. Barton, tug, burned on St. Clair River.
S.A. Marsh, bark, wrecked off Port Maitland.
Mary Francis, schooner of 157 tons, wrecked at Rondeau.
Susquahanna, schooner of 270 tons, sank off Conneaut.
Frontenac, schooner of 152 tons, wrecked at Port Burwell.

1866

In 1866 the following ships were launched from the shipyards at Port Burwell:

Arabian, bark, 138 tons
Sarah Jane, schooner, 174 tons
George Suffel, sloop, 75 tons
A.C. Storr, schooner, 145 tons
W.Y. Emery, schooner, 154 tons
Ariadne, schooner, 150 tons

In 1866 there were 621 marine disasters on the Great Lakes with the total loss of life amounting to 175. This also was the year of the Fenian Scare, which was brought about when the Fenians threatened to invade Ontario. On June 5, 1866, 120 sailors from the H.M.S. *Aurora* arrived in Toronto on the Grand Trunk Railway from Quebec. A portion of them took possession of the steamer *Magnet*, which by the order of the Canadian government was being fitted out as an armed cruiser. The gunboat *Heron*, intended for service on Lake Ontario, arrived at Toronto armed with two 112-pound Armstrong guns. The ship was then stationed at Port Dalhousie. One old timer of Port Burwell said they had nothing to fear as there were enough washerwomen in the village to scare off any invasion. Lake Erie claimed the following ships:

Jennie P. King, schooner, sank off Long Point; fourteen lives lost.
A. Bradley, schooner, sank at Long Point.
A. Howes, scow, capsized in Lake Erie.
Alice Grover, schooner, wrecked at Cleveland.
Arabian, bark, wrecked on Lake Erie; taking with her all her crew except one.
C.P. Williams, brig, sank at Cleveland.
Sarah C. Walbridge, brig, wrecked at Euclid Creek on Lake Erie.
Rosina, schooner, ashore at Madison.
Josephine, schooner, capsized off Fairport; all hands lost except one.
J.M. Lee, schooner, lost off Buffalo.
Cleveland, propeller, sank after collision off Bar Point.
City of Buffalo, propeller (formerly a sidewheeler), burned at Buffalo after nine years' service.
Dan Marble, schooner, sank in the St. Clair River.
Lone Star, scow, wrecked near Conneaut.

Junius, schooner, wrecked at Long Point.
Alma, schooner, lost on Lake Erie after October storm.
Darien, schooner, lost on Lake Erie.
Garry Owen, schooner, sank at Port Colbourne.
T.W. Notter, tug, sank off Cleveland.
Ranger, steamer, lost off Port Stanley.
Pacific, scow, wrecked at Port Burwell.
Elm City, schooner, burned at Erie.
Thilana Mills, schooner, wrecked off Cleveland; three lives lost.
Puritan, schooner, wrecked near Buffalo.
Bay Queen, schooner, wrecked near Port Colbourne.
Tom Wrong, schooner, wrecked at Port Burwell.

1867

In 1867 only one ship left the slipways of the shipyards. It was the *W.W. Grant*, a schooner of 163 tons. That year was a black year for the Great Lakes with 931 disasters and 211 lives lost. The following list indicates the disasters on Lake Erie:

Merrimac No. 2, schooner of 269 tons, wrecked at Long Point; five lives lost.
Waters W. Brayman, tug, burned at Point Pelee.
Orkney Lass, brig, burned and sank in Lake Erie.
Dispatch, tug, burned near Sandusky.
Mary Stockton, brig, sank at Cleveland.
Portsmouth, bark, and *Frankie Wilcox*, scow, collided at Point Pelee.
Oswego, propeller, collided with *Grace Murray* at Cleveland.
Mary Elizabeth, schooner of 187 tons, sank in Lake Erie with all hands.
Acme, propeller of 762 tons, sank at Dunkirk.
General Worth, brig, sank at Barcelona.
Antelope, propeller, burned at Buffalo.
Fox, 450 tons, lost off North Harbour reef in Lake Erie.
Rose Dousman, schooner, lost off Buffalo; three lives lost.
Gold Hunter, schooner of 386 tons, wrecked at Point Pelee.
Snowbird, schooner of 180 tons, lost in Lake Erie.
B.F. Davey, schooner of 459 tons, wrecked off Port Colbourne.
M.A. Rankin, schooner of 126 tons, wrecked near Buffalo.

1868

Sailors' wages were raised to $1.50 a day. The greatest loss of life was brought about by the burning of the steamer *Sea Bird* near Waukegan on Lake Michigan, with the loss of seventy-two lives. Only two survived. The next disaster occurred on Lake Erie when the *Morning Star*, steamer, collided with the *Cortland*, bark, with a loss of thirty-two lives. *Governor Cushman*, propeller, exploded on Lake Erie. Eleven people were killed. The ship was built in 1857.

Niagara, tug, sank at Cleveland.
Oneida, propeller, sank at Sundusky.
Mary Collins, schooner, collided with the *Sweepstake*, schooner, at Bar Point.
St. Louis, propeller, collided with the *B. Parsons*, schooner, at the western end of Lake Erie on the flats.
Arcturus, schooner, sank at Long Point. Later she was raised and taken to Buffalo.
Acorn, bark, collided with the *Telegraph*, schooner, at Buffalo.
Clough, bark, lost off Cleveland; seven lives lost.
Hyphen, schooner, sank near Point Pelee. It was later raised and sank again, taking with it three lives.
A. Ford, schooner, sank in Welland Canal.
Iona, scow, collided with the *William Grandy* off Silver Creek.
F.L. Wells, schooner, wrecked off Port Bruce.
Elizabeth Jones, bark, collided with the *Roanke*, propeller, at Buffalo.
Andres, schooner, sank off Madison.
Merchant, propeller, sank at Malden.
Maria F. Johnson, sank in Lake Erie.

E.K. Gilbert, schooner, sank at Point Pelee.
Michigan, barge (formerly a sidewheel steamer), lost in Lake Erie.
City of Cleveland, barge, sank off Cleveland.
Florida, schooner, sank at Long Point.
Little Belle, schooner, sank off Long Point.

Two ships were built in Port Burwell in 1868, the *Two Brothers*, a schooner of 137 tons, and the *Leviathan* of 91 tons.

1869

The schooner, *Daniel Freeman*, left the slips at Port Burwell. On September 16 a major storm broke out on the Great Lakes again. It began with a strong wind that increased to a gale and was followed by a blinding snowstorm from the northwest. The wind blew for four days and all ships sought some harbour for refuge, but some were lucky and floundered while others were driven aground. During this blow, some thirty-five ships were lost. Another storm broke out on November 16. Ninety-eight ships were lost, with 139 being destroyed during the entire year. The following are some of the ships that were lost on Lake Erie:

J.C. Hill, schooner, sank at Long Point.
Annie Hanson, schooner, sank at Long Point.
Zephyr, schooner, capsized off Long Point.
Quick Step, schooner, wrecked at Long Point.
Garry Owen, schooner, sank off Genoa, Ohio.
Consuelo, schooner, sank at Toledo.
Asa Covell, tug, boiler exploded off Clear Creek.
Ellington, schooner, sunk at Toledo.
Governor Hunt, schooner, lost on Lake Erie.
Golden Rule, schooner, sank at Cleveland.
Jaspon, schooner, sank at Cleveland.
Falcon, schooner, sank in Lake Erie.
Kate Gerlach, tug, burned on Lake Erie.
Eliza White, schooner, sank off Port Dover.

1870

Three vessels were launched at the Port Burwell shipyards, the *E.A. Dunham*, *Fellowcraft* and *Argo*, later known as the *Alice May*. There were 138 ship disasters for the year. Those on Lake Erie were:

Glenbeulah, brig, collided with the *Woodruff*, bark, off Long Point.
Toledo, propeller, disabled at Point Pelee, later towed away.
Juliet, schooner, sank off Port Burwell.
Bruno, propeller, sank in Welland Canal.
Guiding Star, steamer, boiler exploded off Port Maitland; seven lives lost. It was later salvaged.
Henry Young, scow, wrecked in Lake Erie.
Oriental, schooner, collided with a tow of three schooners by the tug *Murbar* near Point Pelee.
E.S.J. Bemis, sank in Lake Erie.
Indiana, bark, sank off Erie.
Ellen White, scow schooner, burned on Lake Erie.
Mary Ann Rankin, schooner, wrecked at Port Colbourne.
Empire, steam barge, sank off Long Point. It had been built as a sidewheeler by Captain G.W. Jones of Cleveland in 1844. This ship of 1220 tons was first commanded by Captain D. Howe.
Shickluna, propeller, burned at Port Colbourne.
Allen, tug, burned at Toledo.
Kitty, schooner, wrecked off Painesville, Ohio.
Tartar, schooner, abandoned at Point Pelee.

Sir E.W. Head, steamer, wrecked on Lake Erie; four lives lost.
Britannia, wrecked at Erie.
Elyria, steamer, wrecked at Erie.
Leviathan, schooner, wrecked at Port Burwell.
C.T. Richmond, wrecked at Dunkirk.
Mary Morton, wrecked at Long Point.
Kelley, schooner, wrecked at Windmill Point in Lake Erie.
W.K. Keith, schooner, wrecked at Long Point.
Adair, scow, sank at Point Pelee.
Glad Tidings, schooner, sank between Dunkirk and Long Point.
Shierwasso, schooner, sank between Dunkirk and Long Point.

1871

In 1871 the schooner *Vienna* was built in Port Burwell; she was a ship of 166 tons. After leaving Port Burwell, she plied the waters of Lake Ontario under the command of Captain Jack Sexsmith of Toronto. I understand that this ship was built for Captain Joseph Granville, who also owned another ship. He later sent the *Vienna* to Lake Huron where she plied the waters for two years. It was while she was under the command of Captain Murdock MacDonald that she floundered between Thunder Bay and Muddle Island. The crew was rescued by the passing steamer *Shaughnessey*. Captain MacDonald lost his life in 1925 while hauling in nets alone in his fishboat off Bayfield. In 1871, there were 1167 ship disasters and 214 lives lost. There were 225 collisions, 280 ships driven aground, thirty-one vessels burned, twenty-six ships capsized, nineteen ships floundered, and ten ships with boiler explosions. The following is a partial list of ships that sank in Lake Erie:

Resolute, schooner, sank at Erie.
Fairy, scow, capsized off Cleveland.
Advance, schooner, sank in Put-in-Bay.
Harvey Bissell, bark, sank off Point Pelee.
George M. Abell, schooner, wrecked off Port Burwell.
Dunham, scow under Captain Wright, lost on Lake Erie. The wreckage washed up on Point Pelee.
New Lisbon, schooner, capsized at Fairport.
Grace Murray, schooner, sank at Erie.
Duncan, scow, capsized near Cleveland.
J.C. King, bark, sank at Buffalo.
Juliette, schooner, sank in Lake Erie.
H.G. Williams, scow, capsized at Cleveland; two lives lost.
Roanke, propeller, disabled at Long Point.
G.S. Hazard, sank outside Conneaut with the loss of nine lives.
Evergreen City, a ship of 797 tons. On her way from Buffalo, she ran aground during the gale on November 18. Her crew was lost when their lifeboat was blown out into the lake.
P.C. Sherman, bark, driven ashore in same gale onto Long Point and capsized; entire crew lost.
Jessie Anderson, schooner, sank in the Long Point cut.
Myra, schooner, sank in Lake Erie.
Dacotah, schooner, floundered on Lake Erie.
Saxon, schooner, sank at Long Point.

1872

This was a boom year in the shipbuilding industry on the Great Lakes and Port Burwell was no exception, for it turned out three large schooners, the *Edward Blake*, 328 tons; *Clara Youell*, 269 tons, and the *Lady Dufferin*, 356 tons. One shipyard in Port Burwell was operated by Daniel Freeman; it was located on the west side of Otter Creek, below the old bridge. From it the ships had to be slipped in sideways. There were two other shipyards. The Youell brothers' yards were located on the east side of Otter Creek, just above the bridge. Youell and W.Y. Emery were

in the flour and gristmill business as well as the shipbuilding business. Daniel Freeman was a young lawyer who came from Simcoe, Norfolk County. Daniel Freeman was involved in many business enterprises such as bog iron mining. He built the *Lady MacDonald, Lady Dufferin,* and the *Edward Blake*. They were big three-masters of over three hundred tons and were fit to cross the ocean. The *Blake* did so many times. When iron, lumber and shipping slumped, he left and went to the Golden Gate, made another million, and endowed the University of Southern California. C.H.J. Snider, Great Lakes historian and writer, stated that the *Edward Blake* was built in the Freeman shipyard. W.E. Phillips claimed that the *Edward Blake* was built by Lemuel McDermand. I have since found that Lemuel McDermand was a ship's carpenter of great skill and he was employed by Freeman. He died in 1874 of the age of forty-one. The *Edward Blake* was ordered to be built by Captain Elisha Payson Melbourne Titus. The ship was 136 feet long, had a twenty-three-foot beam, and a twelve-foot hold. Captain Titus operated the schooner until August of that year and sold it to Captain Ross Robertson of Kincardine. In 1873 he sold it to Benjamin R. Clarkson of Toronto. In 1881 Dr. Samuel L. St. John of St. Catharines purchased the ship and hired Captain William L. Copeland as its master. In 1898 James King rented her to move some flour, hay and shorts for the mining camps on the north shores. Captain William Wiggins chartered the ship for him. She was loaded late in the season and so left with an uninsured cargo. On November 9, 1898 she ran into a gale and went down off the west end of Manitoulin Island. At the same time the schooner *Bavaria* went to her death on Cape Smith on the other end of the island.

Captain David M. Foster had his shipyard on the east side of the creek in line with the hotel on the flats. He was nicknamed "Pincertoes" and was a rugged, friendly, and breezy character who loved a joke. He sailed his own vessels barehanded and barefooted. His toes were so adept that he could pick a match off the deck and light his pipe. One of his favourite tricks was to pinch people with his toes while seated at a table, pretending it was one of the rats on board. Legend has it that Captain Foster was proud of his full beard. One day a local business man offered to buy his beard after the captain talked him into taking an option on the frontage. Word spread through the village and people collected at the local barber shop to witness the event. When the starboard side of his face was cleared, he called a halt and said, "That's all I can take now. Keep the option and I'll crop the port side when I feel like it." After viewing himself in the mirror, he changed his mind and for double the option he had the rest removed. The schooner *Lady Dufferin,* after serving a useful life, was converted into a barge. The *Lady Dufferin* was being towed by the steamer *W.B. Hall* to Tobermory from Cabot Head, where the schooner *John Bentley* had gone aground. The *Dufferin* was in service as a barge and had on board the *Bentley's* lumber. The wind freshened on the return trip and before reaching Tobermory, she was caught in a gale. The tow line snapped and the *Dufferin* was smashed to pieces on what is now called Dufferin Point. This occurred in October of 1886. Today pieces of the *Dufferin* lie scattered off Dufferin Point at the depth of fifty to eighty feet. The following were lost on Lake Erie:

Compound, tug steamer, boiler explosion off Buffalo.
Forest Maid, schooner, capsized off Long Point.
Chicago, propeller, floundered off Buffalo.
Samuel Robinson, schooner, sank off Buffalo.
D.L. Couch, schooner, sank near Long Point. Crew rescued by the *Citizen,* a passing schooner.
Elliott and *Foster,* barges, lost off Port Burwell.
Rapid, schooner, capsized on Lake Erie; seven lives lost.
Phalarope and *Cortland,* both schooners, abandoned at Rondeau.
Baltic, barge, and *Adriatic,* also a barge, were in tow by the tug *Moore* when the cable broke and both barges went down at Long Point with their crews.
Forest Queen, barge, lost on Lake Erie with all hands.
Walters, schooner, collided with the bark *Elizabeth Jones* near Point Pelee.
Idaho, scow, sank near Sandusky. It was later raised.
Star of the North, schooner, capsized near Point Pelee.

The Launching of the Clara Youell by C.H.J. Snider.

To all this r'arin' tearin' devil-may-carin' hurly burly when Port Burwell on Lake Erie, pop. 700, was building as many as seven vessels in one year, came one shy little girl. She was what the country folk call a double orphan, both parents dead, and she was only seven, going on eight. She shouldn't have been lonely for her uncle, William Youell, merchant, mill-owner and yard-master, had taken her into his home and meant to be very kind to her. And his wife and his own children were, too, but she was a sensitive little soul, with pale smooth yellow-gold hair, and eyes like forget-me-nots. She was really very pretty, but couldn't believe that. She thought she was "plain." And she thought she was a burden. Her uncle was a very busy man. He loved her, but was too busy to show it, until—

They were having a launching at Youell and Emery's yard below the mill. Clara, that was her name, was afraid to go. There would be so many people. And she was still in black. And—she wouldn't tell anybody—this very day was her birthday. It wouldn't be right to have a birthday while she was in mourning, or to leave off her black for a year after the funeral. Or so she thought. And she had hated black from the minute she saw a hearse.

Her aunt surprised her by dressing her all in white, with a blue sash tied in a bow.

"Pretty as a picture, Clara," said auntie. "You musn't wear black any more. You're lovely in white."

"But—are you sure it is right, auntie? Won't uncle mind? Don't I have to wear black for a year?"

"Of course he won't mind. All that black-wearing year is over for you. Yesterday you were seven. Today you're eight. Another year. This is your birthday—didn't you know?—and this is your birthday present."

"Oh auntie—you are so good—just like mummy—yes, I knew, but I—are you sure uncle won't—"

"Come along, chicadee, or we'll be late," was the answer.

Although Port Burwell launched fifty-four ships in one generation, each launching was a gala event. People, people everywhere—hundreds. No school that day, for the head teacher had to do the christening. Uncle was the chairman of the school trustees. All the soft soap and tallow on the concession line called Nova Scotia street had been gathered to grease the ways. The ship had to edge into the water down a dozen stout square timbers, inclined to the river.

All Dressed Up

It was all very exciting. Below the bridge a dozen schooners crowded the harbor. All had their flags whipping in the breeze, some bright and new, some dingy and torn, but William Youell was a great man and all wished to do him honor. Some of the schooners were painted white, with green, grey or red bottoms, some black, similarly relieved, and one was tarred all over like a crow.

"Must those ships wear black till their birthday, auntie?" asked Clara sollcitously.

"Ships don't have birthdays," said auntie, realizing with a twinge how much Clara had suffered.

When they got to the yard there stood the new vessel, as big as the mill—well, as long anyway, and looking as high, up there on the bank. And, a funny thing—

"Why, auntie," exclaimed Clara, "the ship is dressed like me!"

That was so. The schooner was all in white, with a blue sash, a slim straight band of blue, going right around her and curling into a painted bow behind. She was strung with flags from stem to scutcheon, but her spars were bare. Long planks covered her name-to-be on either quarter. She had to get that name before showing her colors.

"Uncle wanted to please you," explained auntie.

Revelation

Clara pondered that, speechless. Uncle wanted to please her? What she couldn't say wouldn't be heard, anyway, for the Whack! Whack! Whack! Whack of wood on wood, and the Burwell Brass Band playing "Listen to the Mocking Bird," "British Grenadiers," "Tramp, Tramp, Tramp," and "Marching Through Georgia," all without stop like a merry-go-round.

And a million eyes, it seemed, were staring at her. They mounted steps of fresh sawn pine to a railed platform overhung by the great white bulging bows of the ship. Mr. Pontine was there, and uncle—yes, that was uncle, in a long black Prince Albert coat, and a silk hat—and the ministers of all the churches and Warden Suffel and the County Council in frock coats, and the school teacher, looking not a bit afraid of uncle—in fact, rather as though she was going to use a rolling pin on him.

She had a funny thing in her white gloved hands, like a potato masher, but bigger. It resolved itself into a green bottle carefully banded in folds of blue and white ribbons.

Mr. Pontine was saying: "The glass splinters won't cut you, ma'am. When I say 'swing,' ma'am, you swing, like you wanted to knock her over, and hit right on the bobstay bolts on the stem—and this is the bobstay bolt, solid blacksmith iron."

"I'll swing, George," said the teacher who had taught him his square and cube root, "as I did when I caught you cutting pictures out of the school dictionary."

The din of mauls and hammers redoubled. Staging and scaffolding were knocked away in a racket and clatter of falling plank, sending the Mocking Bird marching through Georgia with the British Grenadiers tramp, tramp, tramping on its tail-feathers. The big white blue-ribboned ship rose a little on one side under the sledging of the wedges.

"And in conclusion—" the minister could be heard saying.

"Say your piece, ma'am, and SWING!" shouted George Pontine.

Ann Onymous?

"I christen thee—" began teacher in her best "Good morning, class" tone, but the name was lost. She swung her sceptre with magical effect.

As it touched the iron on the stem it seemed to explode, squirting froth that smelt soury like cider, and the ship jumped as if spurred with a red hot rowell and side slipped like a seal. She struck the creek with an unexpected splash that rose in a quick snowdrift. The wall of white spray leapt as high as her rail. A tidal wave crossed the creek, soaking cheering sightseers impartially to the tops of their stovepipe, wide awake or cowbreakfast hats.

The ship, waterborne for the first time, swayed back and forth in lessening curtseys, bowing gracefully to port and starboard in acknowledgment of the plaudits, and the other schooners did the same.

Up to her three tall mastheads soared her colors—the Youell houseflag at the fore, at the mizzen the new Red Ensign of Canada with its chequered escutcheon of provinces. At the main truck, highest of all, a long white swallow-tailed burgee, with scalloped blue borders like swallows' wings, and blue letters in between. It straightened out to its full length in the brisk breeze blowing, and Clara deciphered the rippling letters one by one.

C-L-A-R-A Y-O-U-E-L-L

"Why, auntie," said she in slow awe, "that's—my—name. Did uncle ——"

"Yes," boomed uncle above the band, "he wanted to please you. Happy, ah, birthday, Clara. How do you like your ship?"

"Oh, uncle," cried Clara, "I—I want to kiss you," and she buried her face in his tickly whiskers.

Mr. Youell gave a resounding smack on her little wet nose and cleared his throat portentiously.

"Dammit, sir," said he, right to the minister, "I couldn't do less for my own brother's double-orphan, now could I?"

"God bless you and the Clara Youell, both of them, Mr. Youell."

(Clara Youell lived for three score and ten years more. She became Mrs. W. H. Eakins of Toronto).

Odd Fellow, tug, sank at Sundusky.
Orion, schooner, lost on Lake Erie in a September storm.
Fenton, schooner, sank at Long Point.
Burnside, schooner, wrecked at Long Point.

1873

In 1873 the Port Burwell shipyards were busy and turned out the schooners *Draftsman*, 210 tons; *Lady MacDonald*, 284 tons, and *Erie Belle*, 319 tons. During the year there were seventy-five disasters on the lakes. Of these, the following occurred on Lake Erie:

Philadelphia, propeller, sank in Lake Erie
Atlantic, steamer, sank at Long Point in 1851; raised in 1873.
Alpena, schooner, sank off Cleveland.
J.D. Mortin, barge, lost on Lake Erie.
Asia, propeller, sank at Port Colbourne.
Cessia, schooner, wrecked at Long Point.
Cape Horn, schooner, wrecked at Long Point.

1874

In 1874 the shipyards of Port Burwell were again busy and turned out five sailing vessels, the *Lillie Hamilton*, 320 tons; *Mary Ann Lynden*, 245 tons; *Grace Amelia*, 199 tons; *W. G. Suffel*, 238 tons; *Annie M. Foster*, 77 tons. There were thirty-one ship disasters on the lakes during the year. These occurred on Lake Erie:

Favourite, tug, sank in Lake Erie.
S.V R. Lee, sank off Point Pelee.
Osborne, schooner, abandoned at Port Colbourne.
Rocket, propellor, sunk by ice at Toledo.
Mary Groth, steam barge, sank at Cleveland; later raised.
Wild Rover, schooner, sank at Long Point.
Wander, schooner, sank at Long Point.
Miami, schooner, sank at Long Point.
N.C. West, schooner, sank at Long Point.
C.W. Chamberlain, schooner, sank at Long Point.
Francis Palm, schooner, wrecked off Long Point.

1875

This year saw the construction of the last major ship at Port Burwell because of the increasing use of the railroad as a means of transporting goods. Only the schooner *Hercules* was built. People were starting to pull up their stakes and move to railway-serviced centres. The timber resources of the Otter Creek area were by now alarmingly thinned out and the sawmills had very little to do. In other words, Port Burwell went downhill until the introduction of the coal ferry trade and the establishment of the Port Burwell, Lake Erie and Tillsonburg Railway in 1895. In this year there were sixty-six ship disasters on the Great Lakes. Those on Lake Erie were:

Persian, 1630 ton propeller with four masts. On a regular run from Buffalo to Chicago loaded with grain, she caught fire and burned ten miles east of Long Point. Her crew and passengers survived.
Hugh Caine, scow, sank at Cleveland.
Q.A. Gilmore, schooner, sank at Cleveland.
Juno, scow, sank in Lake Erie.
Dan Marble, schooner, sank off Long Point.
Braley, barge, wrecked in Lake Erie.
Pride of America, schooner, floundered off Point Pelee.
Grace Sherwood, schooner, sank near Port Burwell.

Mohawk, propeller, burned at Buffalo.
Phil Sheridan, steamer, burned at Buffalo.
Hannford, barge, sank at Long Point.
Glad Tidings, schooner, sank near Long Point.
Shierwasso, schooner, sank near Long Point (near the "big hole," according to some).

1876

In 1876, the Great lakes had only thirty-two ship disasters. Those on Lake Erie were:

Thomas C. Street, schooner, capsized off Long Point during a May storm. Her crew was rescued by the propeller *Vanderbilt*.
Calabria, propeller, sank at Port Maitland.
Mary Grove, schooner, sank at Port Maitland.
Thomas A. Tillinghast, tug, burned at Erie.
Mockingbird, schooner, wrecked at Long Point.
Perry White, schooner, sank at Fairport.
S. F. Gale, schooner, sank off Cleveland.

1877

In 1877 the treacherous waters of Long Point claimed six sailing vessels, the *Portage S.*, *British Lion*, *Elizabeth R. Turner*, *Pliza*, *Belle Cash*, and *Rising Star*. There were forty-two ship disasters on the Great Lakes during the year. One of the ships was a British schooner named *China*, which floundered at Point Pelee. She was a valuable ship and was eventually raised. She finally went down in the deep salt.

Lydia Mac, scow, sank near Port Stanley.
Hickory, barge, sank off Leamington.
Lady Dufferin, sank at Erie. She was raised and sank in 1886.
Thomas Thompson, tug, burned on Lake Erie.
Tiogo, propeller, burned off Point Pelee.

1878

According to some people, the *Portage* actually sank off Port Rowan and not at Long Point, a few miles away. The year claimed twenty-five ships on the Great Lakes. The following met their end on Lake Erie:

Oakland, steam barge, sank near Ashtabula.
Correspondent, schooner, wrecked near Dunkirk.
Isabella, barge, wrecked at Put-in-Bay.

1879

A series of Great Lakes storms began on November 15th and carried on to the 24th, claiming sixty-five ships. Lake Erie claimed:

George S. Frost, burned off Erie.
Starkweather, tug, sank in Lake Erie.
Eliza Garlach, schooner, sank in Lake Erie, later raised.
C. G. Breed, schooner, capsized off Point Pelee, several crew members drowned, including Captain Harry Rose of Detroit.
Sumatra, schooner, wrecked off Cleveland.
W. B. Phelps, wrecked on Lake Erie.
Gibson, schooner commanded by Captain Muir; driven aground off Port Burwell on November 30, 1879. The cargo of 16,000 bushels of wheat was saved, as was the crew.
Alzora, schooner, sank near Long Point on November 30 with a load of tan bark for Port Dover; ten lives lost.

1880

The great storm of October 16 started at midnight of the 16th. The temperature dropped from 65°F to freezing. Nearly one hundred souls went down on the Goodrich liner *Alpena*. She was last seen thirty miles out of Chicago. The storm claimed ninety vessels and 118 lives. Ship disasters on Lake Erie for that year were:

New Dominion, schooner, sank near Buffalo.
D. McFarland, tug, sank at Port Maitland.
Saginaw, barge, sank in Lake Erie.
Ida Belle, schooner, floundered off Cleveland.
Jane Bell, schooner, wrecked off Geneva, Ohio.
Iasco, barge, sank near Ashtabula.
Orontes, barge, sank at Toledo.
Jarvis Lord, propeller, sank at Toledo.
Eldorado, barge, sank at Erie.
Wesley, barge, sank at Erie.
Bay City, barge, sank at Erie.
Falmouth, schooner, sank off Buffalo.

1881

The Great Lakes claimed forty-eight ships. The following went down on Lake Erie:

Kittie, schooner, sank near Cleveland.
H. A. Lamar, schooner, capsized off Fairport.
H. M. Baker, barge, floundered at Cleveland.
Brunswick, steamer, collided with the schooner *Carlingford*. Both ships sank off Dunkirk with a loss of seven lives. This happened on November 12, twelve miles out of Dunkirk. The steamer was an iron steambarge of 1,100 tons and was only a few months old. She cost $150,000. The schooner was built in 1869. The *Brunswick*, loaded with coal, struck the *Carlingford* on the port side in the foremost area; the schooner sank in twenty minutes. The *Brunswick*, with her front or bow section stoved in, also sank. The crew of fifteen took to the lifeboats, but one capsized, costing three lives.
Dictator, barge, wrecked at Long Point.
Zealand, schooner, sank at Long Point.
Kingfisher, schooner, went aground at Long Point and then slipped into the depths; it was raised by the wrecking tug *Prince Albert* at the cost of $5,000.

1882

The gales of September 13, and November 23 and 24 caused at least forty-eight ship disasters. Total wrecks for the year amounted to sixty. On Lake Erie the gales took their toll of the following ships:

J. W. Doane, a large schooner, wrecked off Buffalo.
Angelique, steam yacht, sank in entrance of Dunkirk harbour.
Galatin, schooner, floundered off Point Pelee.
Sam Cook, schooner, went ashore at Jone's Narrows, Lake Erie.
Mountaineer, schooner, wrecked at Tyrconnell.
Florida, Canadian schooner, sank in Lake Erie.
Picton, steamer, wrecked at Rondeau Point.
James Scott, schooner, sank at Long Point.
St. Andrew, schooner, sank at Long Point.
Vanderbilt, schooner, wrecked at Long Point. It was carrying iron ore and sank in twenty-five feet of water; some of the ore was recovered.

1883

This was a bad year on the Great Lakes with one hundred ships lost and two hundred persons dead. There were three great storms. The first hit on May 20; it was mainly on the upper lakes. The second storm was September 25, and the third came on November 11 and raged for two weeks. The following went down on Lake Erie:

B. Everleigh, 137 ton schooner built in 1866, wrecked at Point Pelee with a load of coal.
John Tibitt, schooner, sank at Fairport.
Vulcan, 249 ton tug built in 1868; caught fire on Lake Erie.
Escanaba, schooner built in 1866; floundered on Lake Erie with a load of iron ore. She was a ship of 414 tons.
J.R. Benson, schooner of 370 tons built in 1873, sank in Lake Erie.
J.B. Spaulding, schooner, sank at Rondeau.
Oregon, steamer, sank at Cleveland.
Finch, schooner, sank in Lake Erie.
Baldwin, barge, sank in Lake Erie.
Queen Victoria, steamer of 349 tons built in 1868. She was destroyed by fire at Chatham.
Oakland, 311 ton propeller built in 1867; lost on Lake Erie.
Leadville, schooner of 343 tons; wrecked at Long Point with a cargo of coal.
J. Wade, 273 ton schooner built in 1873; floundered off Long Point with a load of wheat.
Maple Leaf, schooner; wrecked at Buffalo. She was built in 1867.
Eclipse, 74 ton steamer built in 1878; sank in Lake Erie.
Edmund Fitzgerald, schooner of 297 tons built in 1870; went down off Port Royal; seven lives lost.
W. H. Vanderbilt, a large schooner of 520 tons; sank at Long Point. This ship was listed by some as having sunk in 1882. The ship was five years old at the time.
Mayflower, propeller, wrecked at Long Point. She was a ship of 415 tons built in 1852.
Blazing Star, schooner, sank at Long Point.

1884

The public was shocked by the loss of the schooner *New Dominion* off Long Point with a loss of six lives. The year was highlighted by the break-up of a large raft of logs on the lake; it was estimated to have consisted of three million feet of wood and created a hazard to shipping. The following ships met disaster on Lake Erie:

Fortune, steamer, sank at Long Point.
N. P. Sprague, tug, sank at Point Pelee.
Chicago, propeller, boiler exploded at Buffalo.
Myrtle, tug, sank in Put-in-Bay.
John T. Mott, schooner, lost in Pigeon Bay.
King Sister, schooner, built in 1862, wrecked at Gull Island.
Westside, schooner, wrecked at Port Colbourne.
Olive, steamer, burned at Toledo.

1885

The winter of 1884-1885 was so intensely cold that the surface of Lake Ontario froze. That year 228 ships went down and eighty-five lives were lost.

John J. Hill, barge, sank off Fairport.
America, tug, burned at Cleveland.
C. E. Bolton, tug, burned at Cleveland.
Seminole, barge, sank at Rondeau.
Highland Maid, schooner, capsized in Lake Erie because of her narrow beam.
Dialto, barge, sank at Long Point.

1886

In 1866, there were 138 lives and fifty-eight ships lost. This year saw the loss of the schooner *Mary*, out of Port Stanley, on the shores near Rondeau on November 17.

Belle Mitchell, schooner, sank off Long Point with the loss of eight lives.
Vanetta, barge, wrecked at Point Pelee.
Josephine, steam barge, sank at Sandusky.
Honora Carr, schooner, floundered in Lake Erie.
Star of Hope, barge of 267 tons, went ashore at Point Pelee.
Reindeer, schooner, sank at Fairport.
G. M. Case, a vessel of 327 tons, floundered six miles from Port Colbourne; three lives lost.

The gale of October 14th was the worst since 1844 and caused great flooding in Buffalo. It was followed by a storm on November 17 and 18 which sank twenty-nine vessels and took thirty-nine lives.

1887

In 1887 the lakes claimed 285 ships and 126 lives. In April Lake Erie claimed the schooner *Louis O'Neil*, out of Port Stanley. She left Buffalo with a load of coal and when she was off Conneaut, she was hit by a storm, the worst in twenty-five years according to Captain Parker. When the ship began to flounder, he ordered the female cook and a man to leave the ship first. The entire crew was saved; they were sheltered in a farmhouse near Conneaut. According to American shipping records, the schooner *Louis O'Neil* was sunk in a collision with the schooner *Thomas Parker*, under the command of a Captain Parker. Other ships that suffered on Lake Erie were:

Walcoken, schooner, sank at Long Point.
Resolution, barge, wrecked at Long Point.
Manzanilla, schooner, sank in Lake Erie.
James F. Jay, schooner, sank at Ashtabula.
C. H. Hutchinson, schooner, sank in Lake Erie.
L. Seaton, schooner, sank in Lake Erie.
Rob Roy, Canadian schooner, sank at Sandusky.
Egyptian, propeller, sank at Lorian.
White Star, schooner, wrecked at Point Pelee.

1888

This year heralded the appearance of the iron whaleback *No.101;* it was a glorified barge with a cylindrical hull that was designed by Captain Alexander MacDougall of Duluth, Minnesota, and sold to Captain William Holbridge. There were only ten ships and sixteen lives lost on the lakes that year.

Walter H. Oades, sank two miles from the Dummy on Lake Erie.
Paddy Murphy, tug, sank in Port Dover bay.
General Gilmore, dredge, sank at Fairport.
Pacific, barge, sank at Sandusky.
John F. Whitelaw, sank at Cleveland.
H. F. Church, schooner, sank near Cleveland.
M. C. Upper, schooner, sank near Toledo.
Forest City, tug, sank at Cleveland.
Swallow, schooner, sank at Fairport.
Anna P. Dore, sank at Dunkirk.

1889

When the *Erie Wave* finally came to her end, Walter Stansell was five years old. Many years later he recalled his father telling him the story. The *Erie Wave* was built just three years before Walter Stansell was born. His mother's father, John Priddle, was one of the carpenters who built the ill-fated ship. The *Erie Wave* was the dream of her builder, Hymeus Haskins. She was to be the fastest ship on the Great Lakes. He laid the keel for a long and narrow hull. During her construction, he was warned that the ship did not have enough beam for the amount of sail she was to carry. He found she had a tendency to roll over and it took a skilled master to overcome this flaw. Six months after she was built, he sold her to Messrs. Youell and Emery, business men in Port Burwell. They put her under the command of Captain Thomas Stafford. In 1885 the *Erie Wave* was on one of her trips down to the end of Lake Erie when she encountered a storm and capsized off Port Colbourne with the loss of two lives. In this incident the captain and his crew were rescued by a passing schooner. The captain of the schooner noticed a ship lying on her beam's end with Captain Stafford and two of his crew clinging to the anchor chains and sent a boat to rescue them. The ship's cook, Mrs. MacPherson, and one crew member perished in the flooded cabins. The ship was righted, pumped out, repaired, and resumed her business. She even made a trip into the upper lakes and returned without any trouble. Apparently Captain Stafford was the only one who understood the ship and had no more trouble until the late summer of 1889 when he anchored off Clear Creek after a run from Buffalo because of signs of an approaching storm. During the night the storm became worse. The schooner dragged her anchor and went aground, where it remained for twenty-one days until she could be pulled free and refloated. According to American records, this mishap was listed as a capsize with two lives lost. I cannot find any record of two people drowning. On October 1, 1889, she was towed out and anchored a half mile off shore, ready to be sailed to Port Burwell for repairs. During the night, the winds blew up into a gale. Knowing his ship was out in the lake in unprotected waters, Captain Stafford called his crew and ordered them to haul the anchor, put on light sail and head for the leeward side of Long Point. Just as he had the sail hoisted the ship slowly turned over on its side. The heavy waves washed those who were on deck overboard. Only three men of the eleven escaped and swam to shore. They were Azariah Vaughn, Thomas Baker, and Joseph Crawford. After a terrible beating the vessel sank to the bottom, taking with her Captain Stafford, Robert Marlatt, his first mate, Edward Soper, George Bell, James and Leonard Stephens, Joseph Helky, and Charles Crawford.

In 1889 there were forty-four ship collisions on the Great Lakes. We find that the following took place on Lake Erie:

Seymour, propeller, sank in Otter Creek; it was later raised.
Alice Strong, steambarge, sank at Cleveland.
Commerce, steambarge, sank in Lake Erie.
Leland, steambarge, sank at Pelee Island.
A Y. Gowan, steamer, burned at Cleveland.
Leo, steam yacht, boiler exploded at Cleveland; eight lives lost.

The *George C. Finney* was badly damaged by a waterspout off Port Colbourne, which left the ship barely afloat with all her sails gone except the mainsail, which was furled at the time. The foremast was snapped off and the top half of the mainmast was broken off. The ship had encountered four other waterspouts that day. The fifth waterspout came up from the stern and tossed the ship about like an eggshell.

1890

In 1890 the American shipyards turned out 236 ships. Sixty-eight ships sank that year. It was also the year that the steel-built steamer *Machinac*, a ship of 4,000 tons, went into the ocean trade. Ship disasters on Lake Erie were:

Port Burwell harbour.

Chenango, propeller, burned at Erie.
Roanke, propeller, burned in Lake Erie.
Tom Matham, tug, sank in Lake Erie.
Ryan, steambarge, sank off Port Stanley.
Huron, schooner, sank in Lake Erie.
Verona, schooner, sank at Ashtabula.
Corsica, steamer, sank in Ashtabula.
Two Fannies, schooner, sank in Lake Erie.
Fannies J. Jones, schooner, floundered off Cleveland with a load of stone. Captain Raferty lost his life.
John M. Nicols, propeller, wrecked at Cleveland.
J.F. Warren, barge, sank at Ashtabula.
S.C. Reynolds, schooner, ashore at Colchester.
Red Cloud, tug, sank at Ashtabula.

1891

The year was highlighted by the *C.W. Wetmore,* a whaleback, taking a load of wheat from Duluth to Liverpool; this was done by partially unloading the cargo at Kingston so as to run the rapids in the St. Lawrence, and replacing it in Montreal. That year disaster struck sixty vessels. The following occurred on Lake Erie:

E.G. Benedict, Canadian schooner, sought shelter at Port Stanley during the storm of November 19. She was sinking and floundered before she could dock and went down fast. The crew escaped by clinging to the rigging. The captain and his crew were rescued by Coxswain Berry and the Port Stanley Life Guards. Each member of the lifesaving crew received $5.00 as reward.

Tempert, tug, sank at Cleveland; three lives lost.
Mammouth, scow, sank at Cleveland.
Eleanor, tug, sank at Pigeon's Island.
American Eagle, tug, sank in Lake Erie.
Pontiac, propeller, sank near Erie.
Colonel Cook, schooner, sank near Sandusky.
William Aderson, steamer, burned at Port Dover.
Florence, tug, sank off Cleveland.
Danforth, tug, sank at Buffalo.
Thomas Parson, barge, sank in Fairport.
W.L. Peck, barge, sank in Lake Erie.
Montcalm, schooner, wrecked at Long Point.
George C. Finney, schooner, floundered in Lake Erie.
Page, tug, sank at Fairport.
Pasaic, floundered in Lake Erie.
Jeanie, steamer, burned at Toledo.
Newburg, sank at Long Point.

1892

This year saw the end of seventy-three ships. A terrible storm broke out on October 28 during which winds reached seventy miles an hour.

H. P. Baldwin, schooner, floundered off Colchester.
Celtic, steamer, sank off Rondeau.
Spinney, tug, sank at Toledo.
Mayflower, propeller, sank at Sandusky.
Winslow, tug, sank at Point Pelee.
General Burnside, schooner, sank in Lake Erie.
S. Neff, steambarge, sank at Cleveland.
Kitty M. Forbes, steamer, sank at Cleveland.
Dan Kunz, sank at Sandusky.
Sammona, barge, sank at Cleveland.
James Amadeus, tug, sank at Point Pelee.
C.J G. Monroe, burned at Port Colbourne.

1893

In 1893 the Great Lakes claimed fifty-three vessels. There were 123 lives lost. The northwest gale over the lakes on October 14 and 15 was the most destructive that had been experienced for many years, the winds registering as high as sixty miles an hour. Forty-one lives were lost, two vessels were totally wrecked, and twenty-nine were stranded. The steamer *Dean Richmond*, valued at $115,000, floundered off Dunkirk, taking with her Captain G.W. Stoddard, Chief Engineer Evens and thirteen others. In the same storm the steamer *Wocoken* was sent to the bottom of Lake Erie taking with her Captain Albert Meswald, Chief Engineer Michael Hinekelman, and twelve of the crew.

Pelican, schooner, under Captain Barney Gray, floundered off Ashtabula taking with her four lives.
R.J. Gibbs, schooner, floundered while riding at anchor at Bar Point, Lake Erie; crew rescued by the steamer *Iron Chief*.
Byron Trerice, steamer, burned off Leamington; three lives lost. She was a Canadian ship on her regular run from Rondeau to Cleveland and put in at Leamington for shelter.
Continental, barge, sank in Lake Erie.
Vienna, schooner built in Port Burwell in 1871, wrecked on Manitou Beach, Lake Horn.
Lorain, dredge, foundered off Sandusky.
Oneonta, barge, sank at Cleveland.
David Stewart, schooner, sank in Pigeon Bay.
Oneida, steamer, sank in Lake Erie.

Amboy, schooner, wrecked off Buffalo.
Riverside, schooner, lost in Lake Erie.
Day, tug, capsized off Toledo.
Beebee, tug, burned in Put-in-Bay.
City of Concord, steamer, burned at Toledo.

1894

In 1894 there was only one ship claimed by Long Point and that was the steamer *Colgate Hoyt*. A gale struck the lakes on the 18th of May and caused much destruction. The year claimed seventy-eight ships.

H.D. Root, schooner, sank in Put-in-Bay.
True, tug, sank at Sandusky.
City of Nicollet, sank at Sandusky.
C.H. Lamb, tug, sank at Sandusky.
Seattle, steamer, wrecked in Rondeau harbour.
N.P. Barkalow, schooner, sank near Toledo.
C.G. Curtis, tug, sank at Cleveland.

1895

In 1895 ship disasters amounted to seventy-nine. Those on Lake Erie were:

Erwin, tug, sank at Sandusky.
Elk, tug, sank at Buffalo.
Ferret, schooner, sank off Toledo.
Republic, schooner, sank near Lorain.
Niagara, steamer, sank at Port Colbourne.
Nellie Duff, schooner, floundered off Lorain; three lives lost.
Walbridge, schooner, sank at Long Point.
Alorza, barge, floundered at Long Point.
G.W. Davis, schooner, floundered off Port Maitland.
Roy, tug, sank in Lake Erie.

1896

During the year thirty-five vessels met their end. Some were salvaged, repaired, and carried on until their final end.

Wisconsin, tug, sank in Lake Erie; later was raised.
Little Wissachichson, schooner, sank off Rondeau and took with it Captain George McKay and two of the crew.
Walbridge, schooner, wrecked at Long Point according to the American records. Canadian records list her as being wrecked in 1895.
Bertha Winnie, schooner, capsized in Lake Erie.
Harry Cottrell, steamer, floundered off Bar Point.
Sweepstake, schooner, lost on Lake Erie.
J.R. Pelton, schooner, stranded in Lake Erie.
David Macy, schooner, sank in Lake Erie.
Loretta, propeller, burned at Lorain.
Grand Traverse, steamer, sank off Colchester.
Mariska, steamer, sank at Buffalo; later raised.
Wallula, steamer, burned at Conneaut.
Brenton, schooner, wrecked at Cleveland.

TWO-MASTED SCHOONER—The Lulu Beatrice, a 2-masted schooner, was operated out of Port Burwell from 1896 to 1900 by the late Captain Peter Haggblom, one of the Great Lakes' best known skippers who was a native of Stockholm, Sweden. Early on the morning of Sept. 16, 1900, the Lulu Beatrice was thrown against a submerged section of an outer Port Burwell pier by a heavy gale; she rolled over and sank. Captain Haggblom and his brother Charles reached shore but Mrs. Haggblom was drowned. In the picture the ill-fated schooner is seen sailing under a full foresail and reefed mainsail.

1897

The year was highlighted by the sinking of the steamer *Idaho* off Long Point. Nineteen men were lost and two survived. The *Idaho* was one of the oldest steam vessels on the lakes. She was built in 1863. A few years before her end, she was taken out of commission and used as a lodging ship for naval veterans in Buffalo until she was put back into service. She was a large ship of 906 tons and a length of 220 feet. The *Idaho* left with package freight from Buffalo bound for Milwaukee. On November 5 she ran into a gale. Instead of sheltering in the lee of Long Point, Captain Alexander Gillies pushed on. When he was twelve miles past the Point, he ran into difficulties and the ship started to flounder. He had all pumps manned but he could see it was not going to help, changed course, and swung the ship about to take advantage of the sheltering waters lee of the point. In doing so, his ship was hit broadside by a giant roller that swept six of his crew into the lake. One of the pumps broke down, and the rising water in the hull put out his boiler, leaving the ship helpless and at the mercy of the rough seas. Captain Gillies ordered the anchor dropped, but it was too late. The ship was being pooped by the heavy waves and began to flounder, taking with her the entire crew except Louis LaForce and William Gill, who climbed the rigging and sought the safety of the crow's nest and remained there until they were rescued by the steamer *Mariposa* the next day. It was past noon when the *Mariposa* came into sight. The men were too stiff to signal her. They saw the *Mariposa* change her course and Captain Root bring her alongside. He lowered a small boat, but it was wrecked instantly. Three times he tried. Finally he brought the *Mariposa* right against the mast, and his crew lifted the two men aboard. Gill's hands were so cold that he could not unfasten his grip. LaForce later stated that he was in the hold when the ship started to sink. The crew made a mad dash for the deck and one of the men was trampled to death by his companions. It took considerable skill on the part of Captain Root and his crew to manoeuvre his 350-foot long, steel-hulled steamship in rough seas for the rescue. Long Point also claimed the steamer *Lewis Shickluna* and the schooner *Commodore.* Meanwhile other parts of Lake Erie saw the following ships in trouble:

Massena, steamer, sank at Port Maitland; later raised.
Periwinkle, steamer, burned at Toledo.
C.B. Wallace, steamer, ditto.

Groton, schooner, floundered near Plum Point; crew rescued. I tell the story of the *Groton* in my story of Tyrconnell.
Dove, steamer, burned at Toledo.
E.G. Ashely, tug, burned at Toledo.
Fishing Queen, tug, floundered in Lake Erie.

1898-1899

In 1898 the winter was open and forty lakers took up the ocean route. Even though the winter was mild, there were 569 major ship disasters and 104 minor incidents on the lakes:

58 ships written off
123 ships went ashore
40 ships damaged by fire
126 ships went aground in protected waters
90 collisions
16 ships damaged by ice
96 ships damaged by storms
8 ships floundered
116 ship mishaps by other causes

The Great Lakes were wracked by three great storms with one on October 25; it lasted for thirty-six hours. The second storm struck on the 9th of November; it was followed by a storm on the 18th of November. During this year the largest ship built was launched from the dockyards of Bessemer Steamship Company. The ship was the *Samuel F. B. Morse*. It was a ship 476 feet in length and had a beam of fifty feet with the depth of twenty-nine feet. It was a steel ship that had a capacity of 6,000 tons. The following met trouble on Lake Erie:

Maine, steamer, burned at Buffalo and sank. It was later raised.
Maud Preston, propeller, burned at Toledo.
Keepsake, schooner, sank in Lake Erie.
Barge No. 104, sank in Lake Erie.
H. W. Sibley, wrecked in Lake Erie.
Aurora, steamer, burned in Lake Erie while plowing through thick ice.

In 1899 the gale of December 15th took the steamers *Niagara* and *Margaret Olwill*, the former with the loss of twelve lives and the latter with the loss of one life in the rough waters of Lake Erie.

1900-1904

In 1900 the storm of September 11 on Lake Erie sank the steamer *John B. Lyon* with a loss of eleven lives; the same storm also sank the schooner *Dundee* with the loss of one life. The *LuLu*, a two-masted schooner, finally ended her days in her home port of Port Burwell during the big storm of September 11, 1900. The same storm claimed two other ships on Lake Erie. Twelve lives were lost. Captain Peter Haggblom tried to seek the protection of Port Burwell harbour, his home port, but the gale force winds threw his ship upon the submerged section of the outer pier. The ship was stranded for a short time and then capsized and sank, taking his wife while the captain and his brother Charles escaped. A native of Sweden, Captain Haggblom operated out of Port Burwell for four years. The *LuLu* was known by the old timers as "Haggblom's Coffin." One of the old timers near Hemlock informed me that it was always leaking. When I asked about her final end, Walter Stansell, then in his ninety-sixth year, said she was raised and floated up the Otter Creek and dynamited to pieces. Captain Peter Haggblom died in 1915. He was known to all the mariners from Buffalo to Duluth. He died suddenly on board the fishing tug *Earl Bess* while fishing out of Port Burwell.

In 1901 there were seven major ship disasters on the Great Lakes with the total loss of life

amounting to forty-nine. There were three bad weather periods in 1902, the first one being on the 29th of June when the steamer *George Dunbar* went to the bottom of Lake Erie with a loss of seven lives. November 23 claimed the steamer *Sylvanus J. Macy;* the entire crew drowned. *C. B. Lockwood,* steamer, floundered in Lake Erie on December 14 with the loss of ten lives. The American schooner *Mineral State* was wrecked east of Port Stanley harbour in the shallows on October 29 with no loss of life, thanks to the valiant efforts of the Port Stanley Life Saving crew under Captain Reginald Moore and the assistance of Captain Alex Brown. Two American ships got caught in the lake during a big storm and could not make the shelter of the harbour. They anchored out in the lake but unfortunately the anchor chain broke, allowing the *Mineral State* to run into the shallows, where she was pounded to pieces. There were nine major ship disasters on the lake in 1902 with a loss of sixty-nine lives. The *Queen of the West,* a steamer, floundered in Lake Erie on August 20, 1903, with the loss of one life. There were seven major ship disasters and thirteen lives lost that year. In 1904 there were six major ship disasters on the Great Lakes; only one life was lost.

1905-1908

This was a black year that saw nineteen vessels go down and the loss of nearly one hundred lives. It was the year of the "Big Blow." On November 25, 1905, the barometer was extremely high. This worried the men who were on the lake. The weather was calm with leadened skies but the ships carried on. On the 27th the barometer suddenly dropped and all hell broke loose with gale force winds and giant waves. The storm concentrated its fury on the upper lakes and twelve ships met disaster along with nearly one hundred lives. Only one ship went down off Long Point and that was the steamer *Siberia.* The year claimed twenty ships. In 1906 the schooner *George McCall* floundered east of Long Point. *Charles B. Packard,* a steamer, floundered in Lake Erie on September 16 with no lives lost. The only casualty off Long Point in 1907 was the steamer *Majestic.* The year 1908 claimed six ships, with two of them victims of Long Point. They were:

C. T. VanStraubenzie, schooner, on the west side of the point.
Pascal P. Pratt, steamer.

1909

In 1909 there were twelve major ship disasters with the loss of 122 lives. Two large steamers and their crews disappeared. They were the *Adella Shores* and the car ferry *Marquette and Bessemer No. 2.* The latter disappeared with thirty-six hands. It is the general conclusion that she went down on the western side of Long Point. My story of the *Bessemer,* written in my book *Ghosts of Elgin's Past,* is based on interviews, research and personal knowledge. The ship that replaced her on September 3rd, 1910, had many accidents from the time that coal was carreid to Erieau as well as to Port Stanley. With the coming of the Depression, business fell off and the ferry service ended in February of 1932. Service to Erieau ended in 1927 because of the shallow harbour. The ship lay idle for five years, and as a boy I used to swim under her hull. She was laid up at Port Stanley until she was taken to Cleveland and converted into a show boat for the Great Lakes Exposition under the name of *Moses Cleveland.* After the exposition, she was idle until 1942, when she was sold and converted into a barge. In 1946 she was sold to John Roen of Sturgeon Bay, who renamed her *Lillian* and employed her in the pulpwood trade. Other ships that were claimed by Lake Erie were:

Conneaut, steamer, sank at Long Point.
Charles Spademan, schooner, sank in Lake Erie.
Clarion, steamer, burned on Lake Erie with the loss of fifteen lives.
George Stone, floundered on Lake Erie with the loss of six lives.
W. C. Richardson, steamer, stranded on Lake Erie with the loss of five lives.

1910-1913

During 1910 there were seven major ship disasters and the loss of forty-seven lives. Long Point claimed the schooner *Dinah*, and a vessel by the name of *Stephen* floundered off Port Burwell with a cargo of 300 tons of copper. This year was marred by the sinking of the car ferry *Pere Marquette No.18* on Lake Michigan on September 8 in four hundred feet of water with twenty-nine on board. She developed a serious leak in the propeller shaft area while in the middle of Lake Michigan. She was the largest car ferry on the lakes and was loaded with thirty railway cars of coal. When Captain Kilty found how serious the situation was, he ordered nine coal cars dumped into the lake and headed for Sheboygan, Wisconsin, to beach his ship, meanwhile sending out signals of distress. Captain Joseph Russell of car ferry *No.17* raced to the scene and found the *No.18* sinking at the stern. Just as he arrived, the car ferry lifted up her bow and slid stern first into the depths, taking with her all officers. The wheelsman stayed at his post to the very last, jumped clear and was sucked under by the sinking ship. He managed to surface, grab a piece of wreckage, and was rescued. Other ships, such as the car ferry *No.20* and car ferry *No.6*, answered the SOS and hurried to the scene to assist in the rescue.

There were only five ship disasters in 1911 and twelve lives lost. One of the ships was the tug *Silver Spray*, which disappeared in Lake Erie with all nine hands. Another ship, a steamer, caught fire off Buffalo; the *North West* suffered no loss of life. In 1912 there were seven ship disasters and six lives lost.

According to many people, 1913 was the worst year in the history of the Great Lakes. It took the lives of 248 sailors. Twelve ships were lost, seven without any trace. Long Point claimed the steamer *C.W. Elphickle*, which was stranded, with no loss of life. On November 9, 1913, a winter gale broke out, concentrating mainly on the upper lakes. Some wheelsmen who were out on the lake at the time reported plowing through thirty-five-foot waves and being confronted by cyclonic winds that blew in alternate directions, bringing with them blinding snow. The storm knocked out telephone and telegraph communications. The day became known as "Black Sunday." Bodies were washed ashore on Lake Huron; in some places the frozen bodies were stacked like cordwood. The next day the hull of the steamship *Charles S. Price* was found floating bottom up north of Sarnia and the bodies of some of its crew washed ashore near Thedford, wearing life preservers from the steamer *Regina*. It was believed by many that the *Regina* tried to go to the aid of the *Charles S. Price* and floundered in the attempt, taking with her the entire crew. By November 11, 1913, the toll was as follows:

L.C. Waldo, stranded in Lake Superior.
Turret Chief, also stranded in Lake Superior.
Louisiana, stranded in Lake Michigan.
Charles S. Price, floundered on Lake Huron; all hands lost.
Isaac M. Scott, floundered on Lake Huron; all hands lost.
Henry B. Smith, floundered on Lake Superior; all hands lost.
James Carruthers, floundered on Lake Huron; all hands lost.
Wexford, ditto.
Regina, ditto.
Leafield, floundered on Lake Superior; all hands lost.
John A. McGean, floundered on Lake Huron; all hands lost.
Argus, ditto.
Hydrus, ditto.
Plymouth, barge, floundered on Lake Michigan; all hands lost.
Lightship No.82, floundered near Buffalo; all hands lost.
Halsted, barge, floundered on Lake Michigan with all hands.
H.M. Hanna Jr., steamer, stranded in Lake Huron.
Major, steamer, stranded in Lake Superior.
William Nottingham, ditto.
Matoa, steamer, stranded in Lake Huron.

After battling the angry water for ninety hours, the steamer *Kainistiqa* arrived at Fort William from Goderich. Captain D. L. Stephens stated that a few hours after leaving Goderich, he ran into the storm.

"I never experienced such a blow," said the captain. "The wind blew with a terrific force and the snow whirled through the air and fell hissing in the lake; it cast a pall over the ship and at times I could not see the funnel from the wheelhouse. Every little while the wind blew a rift through the snow and I could catch a glimpse of the shore. The ship kept driving nearer and nearer to the shore despite everything we could do and I expected any minute to hear her crunch on the rocks, which I knew could not be many fathoms below us. When about a half of a mile from the shore, I headed her nose up into the storm and called for full steam ahead. It took four hours to make a half mile."

He stated he passed a ship floating bottom up when some distance out in the lake, but did not think it was the *Regina.* He also saw the *Wexford* and another vessel he took to be the *Northern Queen* near Kettle Point. The captain was probably the last to have seen the *Wexford.* August Lempke of Romeo, who was the first engineer of the wrecked steamer *L C. Waldo;* Charles Keefer, assistant engineer out of Toledo; A.H. Shaw of Port Burwell, and Clarence Egan arrived at Detroit from Houghton, Michigan, to which they were taken after being rescued from the steamer as she was being broken up on Manitou Island. Together with eighteen other men and two women, they sat huddled in the fore peak of the vessel while the waves smashed against the ship. They ate one can of tomatoes and two cans of peaches and had nothing else to eat for ninety-eight hours. Bravery and heroism were shown by every member of the crew. When the vessel struck, Mrs. A E. Rice, wife of the steward, and her mother were in the aft cabin. They became hysterical and refused to go to the fore part of the ship. Charles Keefer, Rice and Adolph Johnson, a fireman, caught the women and dragged them the entire length of the ice-covered deck. Many times they were swept off their feet and were soaked by the waves. In the fore peak they built a fire in a bathtub and made a chimney out of fire buckets. The crew crouched about the fire and so avoided freezing to death.

Captain James B. Watts of Sombra recalled during an interview in 1940 the time he was skipper of the steamer *J.F. Durston* during that big storm.

"Just before the storm settled down to some real blowing, we passed the freighter *Hydrus* and exchanged passing signals. They were the last she ever blew, for she went down with thirty men a few hours later. The waves in ever growing intensity soon broke over our bow and with a force that was terrible crashed over us from both the starboard and the port sides. They met in the centre of the deck and then rushed wildly down the deck to the engine house over which they broke with a roar and booming as of many cannons. They then curled up, often above, the rim of the smokestack and then sped over the stern of the ship. The waves were like mountains and a glance into the trough was like looking far down into a seething valley. All I had to do was to keep heading into the storm and stay out of the trough, for if it turned sideways the ship's hatches would have been ripped off and her holds soon filled with water. Fortunately, our steering gear withstood the terrible pressure."

Captain U. S. Cody recalled that the storm struck at 2:00 a.m. when he was on his ship *W. A. Paine.* At the time he was between Buffalo and Ashtabula. The storm struck with such force that it turned his ship completely around. An anchor was dropped and when it failed a second anchor was dropped along with ninety fathoms of chain. Despite this the ship still drifted and when the anchors were taken up later, the chains were polished bright from having been dragged in the sand. When daylight came, the first thing the captain saw was the light at Ashtabula. The vessel had drifted twenty miles. The course was kept and on her arrival at Sandusky, Captain Cody

The bridge over Otter Creek.

directed his ship to the coal docks. As he approached he was warned to keep away as a scow loaded with dynamite had broken loose, drifted into the slip and sunk. Later, Captain Cody was ordered to proceed to Fort William light. When he reached the upper portion of Lake St. Clair, he met downward traffic all flying their flags at half mast. Captain Cody and his crew learned of the tragedy of the upper lakes and of the sinking of the steamer *John A. McGean,* his company's other ship, and its crew.

1914-1936

In 1914 there were eight ship disasters. Four large steamers were lost in Lake Superior with all hands. In 1915 there were eight ship disasters and the loss of life amounted to 841. The worst ship disaster of the year occurred in Chicago harbour when the steamer *Eastland* capsized. On October 20, 1916, the steamship *James B. Colgate* floundered on the west side of Long Point taking with her either twenty-one or twenty-three men. A little to the north of the sinking of the *Colgate* the steamer *Merida* also floundered. *Marshall F. Butters,* a steamer, sank in Lake Erie. That year there were seven ship disasters and sixty-four lives lost. In 1917 there were seven ships lost. *Isobella J. Boyce,* a steamer, burned on Lake Erie. In 1918 ship disasters amounted to nine and lives lost were seventy-nine. *Jay Gould,* steamer, floundered in Lake Erie. *Commodore,* barge, sank in Lake Erie. *Magnetic,* barge, floundered at Long Point. In 1919 there were ten ship disasters and eighty-four lives lost.In 1920 there were five ship disasters and twenty-nine lives lost. *John F. Eddy,* steamer, floundered in Lake Erie. In 1921 only three ships were lost. The *Lawrence,* a sailing vessel, sank off Long Point. In 1922, seven ships met disaster and twenty-nine lives were lost. Floundered on Lake Erie with the loss of eight lives was the tug *Cornell.* The steamer *Mecosta* also floundered on Lake Erie, but the most exciting was the wrecking of the steam barge *City of Dresden* on November 22, 1922. Her cargo of 6,000 gallons of Scotch whiskey was dispensed in all directions off the flats four miles east of Clear Creek. Many of the details of the incident are now lost. The *City of Dresden* was a steam-powered barge of about 150 feet length under the command of Captain McQueen, father of Captain Earl McQueen of Amherstburg. The *City of Dresden* was caught in the gale that was blowing from the southwest, and as she rounded the point, the heavy seas threatened to open up her seams. She was an old wooden ship and her timbers were springing dangerously under the pounding. But the captain was determined to keep on his course until he reached the lakeshore about halfway up the Point, known as the "Flats" because of the character of its lake bottom. The Flats is a clay shoal several miles long. Here in the shallower water, the stormy waters raged more turbulently than elsewhere. The planks in her bow, already beginning to weaken, sprang apart in a couple of

The last of the big passenger ships to visit Port Burwell, 1963.

places as the heavier seas of the Flats struck her. Captain McQueen held on, hoping to make the harbour at Port Burwell but the leaks became worse. He steered the barge close to the shore four miles east of Clear Creek in order to give his crew a chance to survive. The barge got within 150 or 200 yards of the shore and came to a halt in ten feet of water. The crew tried to launch a lifeboat, but it was swept away. The crew then jumped overboard with pieces of the wreckage. The captain's youngest son, Jack, was drowned. A group of farmers on shore formed a human chain out into the lake and assisted the rest of the crew. The place where the *City of Dresden* went down was then opposite a marsh, later to become a muskrat farm. The wreck occurred at 4:00 p.m. and within an hour, the first of her whiskey cargo was floating ashore. Some of the whiskey was in casks or kegs but most of it was in twelve-bottle cases in burlap bags. Some of the casks were roped to the deck and when the barge broke up, all the cargo was washed ashore. More than one farmer and fisherman drove his team and wagon up from the beach that night with a full load of Canada's finest whiskey. Others who did not have a truck or wagon waded into the water and picked up the casks or cases and hurriedly buried them in the nearby swamp or in other hiding places, then returned for more. It is said that much of the buried whiskey was never recovered because the salvagers became so intoxicated they forgot where they had buried it. In the spring when the marsh is soft, it was common to see someone exploring the marsh for the lost caches.

When the police arrived on the scene, many were arrested and a stop was put to the carousing. Much of the liquor was seized by the police and the biggest court day in Simcoe's history came a week or so later when theft charges were laid against the whiskey salvagers who failed to evade the police. This happened during the days of the Ontario Temperance Act, and many were thirsty. A lot of people argued that they did not steal the liquor because Captain John Sylvester McQueen invited all to help themselves. It is said he was in a state of shock at the time over the death of his son. The last of the beach party, Charles La Chapelle, was interviewed not many years ago. He was twenty-one years of age at the time of the accident. He recalled that a search of area farms proved fruitless. The farmers had buried their share in manure piles or plowed it under to be "harvested" later.

The *Ayscliffe Hall*, a freighter, was rammed by another freighter, the *E. J. Berwind*, one foggy night in June of 1936, thus sending the *Ayscliffe Hall* to the bottom of the lake southeast of Port Burwell with no loss of life. She rests in seventy feet of water. The wreck was located by the Canadian supply ship *Grenville* and the United States lighthouse supply ship *Crocus*. She became a menace to shipping and was struck by the freighter *Algocan*, with no damage. Attempts were made to raise her but the chains broke and she sank for a second time. The wreck is now buried in mud and silt off Long Point. Captain Patchell of the *Grenville* reported that the tops of her masts were nine feet below the surface, and the wreck was no longer a menace to shipping.

PORT GLASGOW

(Port Furnival, Nelly's Landing, Knoch-Neilladgh or Cronc Neilliadh)

This part of the lake had many names down through the past, but it was named Nelly's Landing because the first of the settlers to land here was Nelly Campbell in 1818. The place was then named Port Furnival, after which an ambitious Scot dreamed that one day this would be the future Port Glasgow. The little settlement to the north became known as New Glasgow instead of Airey (by this time Sir Richard Airey's name was not too well accepted). Nelly Campbell, like her fifteenth century ancestor, "Birsed yont" to Southwold, where her descendants dwell to this very day. There were great expectations for the development of this port. At one time the creek that empties into the lake was sixteen feet deep and it was thought that ships would be able to go up the creek. An elevator was erected two hundred yards up the creek, but it was never used. A second elevator was built below the cliff bank where the dock jutted out in the lake. The builder's idea was to use the tip of the hill as an unloading ramp and have the grain fall into the bins by gravity. On the dock, large spouts were installed to pour the grain into two-wheeled carts. These were used to convey the grain to the ship moored at the dock. Henry Buller, during an interview many years ago, recalled a storm that struck in the summer of 1880 when a schooner was moored to the dock taking on a cargo of grain. The captain and his five men tried to get out of reach of the huge waves that were crashing into the dock. Somehow he managed to get away just before a mountainous wave sank the ship. After the storm died down, the men unloaded the sodden grain with shovels, which resulted in an island of grain being formed. Later the grain washed ashore, and was recovered and sold to the farmers for 10 cents per hundredweight to be used as cattle feed.

It seems that at every festival occasion in Aldborough Township, Piper Patterson was called upon to furnish the music as he was considered the best piper in the township. He was asked to play for both the Talbot Road and Back Street young people's balls. George Munro approached Patterson and offered him 5s. to play for the Back Street ball. Soon after Patterson was approached by Archibald Gillies to play for the Talbot Road folks for 6s. Patterson refused. Archibald Gillies took the piper by force to John Gillies' tavern on top of the hill at Port Furnival and kept Patterson prisoner for several days. The "pipernapping" incident reached the ears of the Back Street young people, who made plans to rescue their piper. Twenty of them met and went to the neighborhood of the tavern, where most of them hid in the woods while four went in. Munro asked to have the piper brought out. John Gillies thought it was safe because there were several of his cronies in the inn. Munro further requested that the piper might play a tune to refresh them before they left for home. This was also permitted and the piper went outside to have room to march as he played. Thereupon the young men sprang out of the woods and carried the piper away.

The following short history of the roads of Aldborough is based on a story by the late John A. McKillop. Furnival Road, now Elgin County Road No.3, runs north of Port Glasgow. It was often called the "Infernal Road" by the old timers when it was but a single lane road. Kerr Road was named after John Kerr who settled on Lot 12. When the 1818 settlers were about to obtain their land Colonel Talbot appointed Archibald Gillies as his agent. Gillies decided to march them down the blazed trail (Talbot Road) and as each man found a lot that suited him, he was to drop out. Gillies set them at a smart walking pace, and John Kerr was the only one who was able to keep up. When he got to Lot 12, he picked that lot and chose the next lot, Lot 13, for Elder

Dougald Campbell, who founded the Covenant Baptist Church in Aldborough. Graham Road, which is part of Highway No.76, was named after Hugh Graham and his son Archibald. Hugh Graham was born in Argyleshire, Scotland, in 1778, and was twenty-three when he joined the Royal Navy. Later he took part in the Battle of Copenhagen and had the honor of serving under Lord Nelson. After serving his country, he decided to get married and settle down in his native land. When his son Archibald was born in 1818, he cast about to improve his lot but nothing came of it until 1842, when his son convinced him to go to Canada. Hugh and his wife Mary, along with Archibald and his wife Nancy, came to Aldborough Township, where Hugh obtained fifty acres and settled on Lot 19. By this time Graham was sixty-four and his son was twenty-four. Hugh died in 1856 and Archibald inherited the farm and took care of his mother, who died in 1861.

At right angles to these roads ran concession lines 266 rods apart. Through carelessness by the surveyors, the concessions vary from 240 rods to a mile apart. The concessions, generally speaking, number from the river and those in the north only bear numbers or letters, but the southern settlers of the early years named those to the south. Talbot Street was named after the old Colonel whose name was an anathema to the early settlers of south Aldborough, who received only a grant of one quarter of the land promised them. The street now connecting West Lorne to Rodney was named Back Street from its location at the rear of the settlement. The lot at the junction of the Furnival Road was early settled by a Mr. Patterson. Midway between Talbot Street and Back Street was the Middle Road on which a number of 1820 settlers took up land. The name Mill Street was given to the road between Back Street and Middle Road on account of the many sawmills on it. At one time there were five mills in operation with the western mill being about a mile west of Furnival Road and the eastern mill being about one mile east of Graham Road. The road between Middle Street and Talbot Street was named Silver Street. It was one of the last concession lines to be opened for a long time. The first concession line north of West Lorne was called Queen Street in honor of Queen Victoria. The Henry Road runs south from the village of Wardsville to the sixth concession and was opened for the convenience of the north country at a time when all roads led to Wardsville, the financial centre of the district at that time. This road was named after Adam Henry.

Some sideroads first started out as lanes to various farms located south of the Talbot Road. They were McKillop's Sideroad, Mistele Sideroad, McColl's Sideroad, and Black's Lane. The Ernie M. Warwich Conservation Park is at the end of McKillop's Sideroad. The Mistele Sideroad leads to a camping area. This road originated as a farm lane of Godfrey Mistele, a German emigrant who settled on Lot 11 in 1853. The lot is now known as "Good Acres" and is operated by Maurice and Paul Mistele. The next lot to the east was first settled by Adam Baker and is now in the hands of Paul Baker. At the termination of McColl's Sideroad is Hickory Grove Camping Ground. The road was named after the McColl brothers. Black's Lane, now a through road, first started out as a lane to the Black farm. Its southern end is the location of the Erie Woods Camping Ground.

PORT STANLEY and SELBOURNE

Early History

Port Stanley in the past has been important as a shipping port, a fishing village, and a resort. Someday it may once again come alive as a port.

I found that Kettle Creek's original name, Tonto River, was spelled three different ways: Tonti, Tonty, and Tonto. The creek was named by the French explorer La Salle after Chevalier Henri de Tonto, one of his officers. The creek is shown as Tonto River on one of Bellin's maps of 1755. Tonto River was later named Kettle Creek by the French and the Iroquois because of the kettle-shaped boulders in the creek. It was an important part of the Indian trail to the Thames River, and led to one of the large Indian villages south of the present site of Middlemarch.

Port Stanley was named after Lord Stanley, father of the Governor-General of Canada who was in office from 1888 to 1893. Lord Stanley was visiting Colonel Talbot in 1815, about the time the place was named. The first settler in Port Stanley was Colonel John Bostwick, who settled on the east side of the creek in 1812. The Colonel erected the first house in Port Stanley, and planted an orchard on the southwest side of Liberty Hill. This house was pulled down by Manuel Payne and was replaced by a brick dwelling in 1873. (Orchard Street was so named because it was the site of the Colonel's orchard.) In 1821, Colonel Bostwick had his deputy, Lewis Burwell, survey Port Stanley. Colonel John Bostwick was the son of an Anglican clergyman. He came to Canada in 1797 at seventeen years of age. He was brought up and educated by Mr. Hambly, who was an early surveyor of Aldborough Township. John Bostwick served under General Brock in 1812, took part in the Battle of Lundy's Lane at Fort Erie and in the taking of Detroit. General Brock was so pleased with him that he presented him with a horse and all the equipment. Colonel Bostwick moved to Long Point soon after the war and became sheriff, but he did not stay very long. He took up land at Port Stanley, where he spent the rest of his days. He died on September 9, 1849. One of the Colonel's gifts was the donation of land for Christ's Church and cemetery. He became its first warden. His son-in-law, Reverend Mark Burnham, was the first rector. Colonel Bostwick had an eye for business and one was the buying and selling of grain, wool, lumber, black salts, and potash. He built a warehouse in 1822; it was destroyed by fire in the 1930s. Another enterprise was his milling business with James Chrysler and the operation of the Port Stanley Mills. The mill was erected by Minor and Zavitz and was fed by a long aqueduct slung over the road leading to the lake. The water came from springs in the hills.

There was a period when no one was interested in settling in the district until a few years after the 1812 War. Some settlers were Minor, Zavitz, Capt. Joseph Smith, Hugh Stephens, Samuel Price, James Begg, and Samuel Mason. Minor and Zavitz settled on the Yarmouth side of the creek. Both were involved in the erection or operation of water-powered grist and sawmills in the area.

Port Stanley in the early part of its history was governed by the District of London and the County of Middlesex. Its bid to be recognized as a county town was lost to St. Thomas. It was the coming of the London and Port Stanley Railway that gave Port Stanley some status, and the citizens of Port Stanley pressed for incorporation. They were faced with the problem of one half of the village being in Southwold Township and the other half in Yarmouth Township. Port

Stanley was set apart from the townships in 1874 and in 1875 the first reeve, Major John Ellison, was elected. Other first officials were Joseph Bostwick, clerk; Henry Arkell, treasurer; Joseph Mitchell, assessor; William B. Burgess, tax collector; Samuel Edgecombe, licence inspector; George Young, poundkeeper; and John Mitchell, Thomas Edgecombe, and John Ellison, Jr., fence viewers. The first town hall was built on Main Street in 1877. The lockup was in the southwest corner. The hall was used until 1928 when the new community and town hall was built on Bridge Street. The second floor of the community hall was used for community functions, and as a meeting place for the Odd Fellows, Women's Institute, and the Rebekahs. When the new arena and community hall were erected in 1972 on Carlaw Road, this building was converted into the municipal offices and library in 1981. The fire department was moved.

Businesses

There were no stores in the Talbot settlement until 1817, which was when James Hamilton landed a quantity of goods at Port Stanley and transported them up Kettle Creek by canoes to the hamlet of Stirling, where he and his partner, Warren, had a store. Hamilton and Warren also had a mill and shipyard north of Selbourne, which was north of Port Stanley; it was known as the Talbot Mills. It was here that Hamilton and Warren built the schooner *Stirling*, a ship of ninety tons. The ship was mastered by Captain Malloy after it was launched in 1827.

The first general store was opened by C. Thompson in 1830, while Mr. Cribb was the first shoemaker and Mr. Abernathy was the first tailor. The first blacksmithy and foundry were opened by Samuel Mason, son of John Mason. The shop and foundry were located on the pier. Here Mason manufactured ship fittings and other items. John Mason came from Shrewsbury, Shropshire, in 1815. A skilled ironworker, he set up a foundry at Long Point which he operated until his death in 1819. Samuel Mason, his son, carried on the business until he moved to Port Stanley in 1827. That same year he married Alice Ashcroft of Liverpool, England, and they settled in Port Stanley. Samuel Mason became a lake captain and commanded a vessel for ten years, after which he went into the wool business. He had a large farm west of the village where he raised sheep. Captain Samuel Mason died in 1889 at eighty-seven. His wife predeceased him in 1881 in her seventy-fourth year. John Mason, the captain's son, carried on the blacksmith shop when his father became involved in other business enterprises. He had a small farm west of his father's land.

This picture of Port Stanley in 1877 is probably from The Canadian Illustrated News.

There was a struggle for survival and recognition between the village of Selbourne and Port Stanley for many decades. This ended in 1855 when a massive flood destroyed Selbourne. The London and Port Stanley Railway pushed its tracks into Port Stanley in order to take advantage of the port's facilities in 1856. Before that, Ryan and Rand, contractors, began work on the harbour and in 1833 the first pier was finished. In 1837 the work was begun again and six years later the second pier was completed. Up to 1856 $190,000 was expended on the harbour. A swing bridge was erected across the creek (it was only swung once in its lifetime). It was built to enable the ship traffic to reach the upper part of the creek where there were still some wharfs at Selbourne.

The business section in 1865 was as follows:

Arkell, Henry	General merchant, *corner of Bridge and Main Street*
Burt, George	Boat builder, *George Street.*
Crowley, Dennis	Trader, *Main Street.*
Custom House	*Main Street.*
Draper, Isaac B.	International Hotel, *Colborne Street.*
Edgecombe, Thomas	Carriage shop, *Colborne Street.*
Fitzgerald, James	Shoemaker, *Main Street.*
Gough, William	Blacksmith, *Colborne Street.*
Gunn, Angus M.	Station agent.
Hibblewaite, James	Phoenix Flour and Grist Mill, *north of Selbourne.*
Hemphill, John	Collector of customs.
Hunt, James	Flour and grist.
Jackson, John	Butcher, *Main Street.*
Lewis, Michael	Coal merchant.
Lilly, William	Tailor, *Main Street.*
Lloyd, George	Shoemaker, *Main Street.*
Long, Conrad	Cooper, *Colborne Street.*
Mason, Samuel	Sawmill.
McCallum, John	Tailor, *Colborne Street.*
McCorkell, Robert	Western Hotel, *Main Street.*
McQueen, John	Commission agent.
Miller, Duncan	Doctor of Medicine, *Colborne Street.*
Payne, Alfred	Manufacturer of washing machines and window shades, *opposite L & PSRR depot.*
Payne, Manuel A.	Montreal Telegraph agent.
Price, Samuel	General merchant and justice of the peace, *corner of Colborne and Joseph Streets.*
Regan, Patrick	Railroad House.
Shepard, Samuel	Commission Agent and Insurance agent.
Tennent, John	General merchant and postmaster, *Colborne Street.*
Thomson, John	Blacksmith, *Colborne Street.*
Wade, M.A.	Druggist, *Bridge Street.*
Waterhouse Company	Carder and Fuller.
Webb, Robert	Grocer, *Bridge Street.*
Young, Joseph	Sawmill

In 1872, Port Stanley's business section consisted of:

Allen, George	Harness shop
Arkell, Henry	General Merchant
Batt, Capt. John	Batt's Hotel.

Captain Batt was an officer in the Port Stanley Naval Company during the Fenian scare of 1866. He lost his hotel in the fire of 1890. It was located on the site of the present Clifton House. Captain Batt moved to London where he died on November 9, 1879.

Berry, William	Innkeeper
Bostwick, Joseph	Lieutenant Colonel of the local naval company. *Colonel John Bostwick's other son is listed as a mechanic.*
Braddon, Anthony	Veterinary
Brown, Charles	Partner of Brown and Weldon, wood turners.
Cameron, Duncan	Shoemaker
Chantler, Thomas	Grain Merchant
Draper, Isaac B.	Innkeeper
Eades, Charles	Livery
Edgecombe, Thomas	Manufacturer of carriages
Edgecombe, Samuel	Blacksmith
Ellison, Colonel John, Sr.	Contractor and Commanding Officer of 25th Battalion.
Ellison, John, Jr.	Builder.

He and his brother, Hubbard, became contractors. Hubbard was born in Union in 1853, spent his youth in St. Thomas, became a contractor and assisted in the erection of the Wellington Street School and Central United Church. He and his brother erected many other buildings. Hubbard left St. Thomas to become superintendent of building, first with the Grand Trunk Railway and later for the Canadian National Railway. He moved to London in 1906. He and his wife, Mary, lived at 182 Langarth Street in London. They had one son, H.B. Ellison, and daughters, Mabel Ellison and Mrs. A.A. Henry of Langarth St., London. Hubbard died on March 25, 1940, at eighty-seven years. His wife outlived him by fifteen years. His other brother, James D., died in St. Thomas in 1939.

Ellison, Luke	Carpenter. *He worked with his brother John for many years in the area.*
Ferguson, George	Fruit grower in partnership with George Nixon.
Flock, J.D.	Medical doctor.
Finlay, James	Grocer
Finlay, John	Dry goods
Fitzgerald, James	Shoemaker
Gough, James	Sawyer
Gough, William	Blacksmith
Gunn, Angus M.	Station agent
Hemphill, William	Customs collector
Hibblewaite, James	Turner; in partnership with Mr. King
Lloyd, George	Russel House
Long, Conrad	Cooper, in partnership with his brother, Frederick.
McCallum, John	Tailor
McCorkill, Robert	Butcher
McLean, Duncan	Medical doctor and druggist
Manson, John	Tailor
Martin, Robert	Railway Hotel
Mitchell, George	British North American Hotel
Nealy, Adam	Carpenter
Nealy, Samuel	Carpenter
Nicoll, Samuel	Carpenter
Price, Samuel	Justice of the peace and general merchant

Samuel Price, a native of Ireland, was born on December 31, 1808, at Dimbeggan, Longford County, Ireland. He was educated in Dublin, where he passed his examination as a civil engineer. He came to Canada in 1832 and engaged as a bookkeeper with the father of Adam Crooks, who then carried on an extensive lumbering business at Little York (Toronto). He left in 1835 and purchased six hundred acres in Caradoc Township, then returned to Ireland to get his parents, five brothers, and three sisters. When the 1837 Rebellion broke out, Samuel Price formed a company of volunteers and was appointed to the rank of captain. Price then marched his company to Oakland, but when he got there, the rebels had flown. After this, he formed a partnership with Edward Ermatinger at St. Thomas. In 1841, the firm opened up a store in Port Stanley. After three years, the partnership was dissolved, and Price opened a store of his own in Port Stanley and operated

it until his son, John C., took over. Samuel Price died on the 2nd of February, 1888. He was, among other things, director of the London & Port Stanley Railway, and justice of the peace.

Payne, Alfred	Carpenter
Payne, Manuel	Postmaster. *The post office opened in Port Stanley in 1830.*
Pincombe, Richard	Mason
Shepard, Samuel	Grain and produce merchant
Stephens, Hugh	Shoemaker. *According to Stanley Stephens, a descendant, this name was often misspelled.*
Strong, George	Teamster
Thompson, James	Blacksmith
Thompson, Capt. R.	Grain merchant
Wade, James	Druggist.

In 1890 Wade died at the age of seventy-two. He was the son of Dr. Hugh Wade. After the death of his parents he came to Port Stanley and opened up a drug store on Bridge Street across from the home of G.R. Williams, the father of J.H. Wilson. He moved near the centre of the village in 1870, where he operated his business until his demise. James Wade's parents, Dr. Hugh Wade and wife, Sam, came from Glasgow, Scotland, with necessary equipment and provisions to set up practice in the new world. When the Wades reached Montreal, their finances were low, so that Dr. Wade practiced in Montreal for a number of years and worked as an accredited chemist for Northup and Lyman. At the time his wages were $5.00 a week. Out of this he had to pay $1.50 each week for board for his wife and himself. He finally saved enough money to leave Montreal, moved to St. Thomas in the 1840s, and established a drug store, which he operated until his death in 1862. When he died, he left a will that caused no end of trouble for his wife and family. The will was also the cause of a remarkable legal battle. Henry C.R. Becher, one of the ablest lawyers in London, acting for the heirs, carried the case to England. The will was found void and nullified. St. Thomas thereby lost a considerable legacy in the form of a large plot of land on William Street, running back to Queen Street, on which five houses for the poor were to be built. Because of a clause in the will, the income of the estate was not enjoyed by the surviving members of the family until sixteen years later. Mrs. Wade died three years later in 1865. Both were buried in the St. Thomas Anglican churchyard in unmarked graves.

Webb, Robert	Elgin House and grocery

Businesses in 1906 were:

Arnold, William	Shoemaker
Arniel, James	Lumber dealer
Babcock, R.H.	Hotel
Bake, James	Butcher
Bell, W.T.	Confectionary
Berry, William	Confectionary
Brown, A.	Fish dealer
Cromwell, C.A.	Barber
Douglas, H.	Hotel
Dale, F.R.	General store
Day, W.A.	General store
Ellison, H.M.	Fish dealer
Finley, J.	General store
Finley, Charles	Fish dealer
Gray, G.L.	Hotel
Going, Ambrose	Fish dealer
Herrich, A.	Confectionary
Hursley, F.B.	Druggist
Hough & Long	Fish company
Loney, Matt	Hotel
Lumley, W.E.	Butcher
Loftus, Fred	Photographer; *gallery on Invererie Heights. He turned out good tintypes.*

Motherill, L.J.	Physician
McKenzie & McIntyre	Fish company
McIntyre Bros.	Fish company
Mitchell, Walter	Planing and sawmill
Oliver Bros.	Fish company
Prowse, Charles	Blacksmith
Pollock, John	Mineral baths

At one time Port Stanley was noted for the curative powers of the sulphur spring that was on the property originally owned by Captain William Smith. Smith's house was a large two-storey frame built in 1825 or 1827 in the village of Selbourne and moved to Port Stanley in 1885. Captain Smith's son-in-law, James Begg, took over the homestead after Smith died. At Begg's death, it became the property of his daughter and son-in-law, Mr. and Mrs. John Pollock. About the time of the Second World War, the house was sectioned and converted into a single-storey dwelling.

Payne & Stanton	Livery stable
Payne, Manuel	Postmaster
Ross, H.	Tailor
Stanton, Charles	Fish dealer
Shepard, F.E.	Agricultural agent
Taylor, Alex	Blacksmith
Thorne & Dunn	Fish company

The village was electrified in 1911. Oil lamps that illuminated the streets were replaced with electric lighting by Walter Mitchell. Poles were put up throughout the village and strung with wires to carry the electrical energy from the generator at Mitchell's sawmill. He supplied electricity from sunset to the midnight hour. This was similar to the system that Tillsonburg had at one time. The first generator gave out 133 cycles per minute. Mitchell later changed it to sixty-six cycles and when the Ontario Hydro Electric Commission took over they converted it to twenty-five cycles. Later the system changed back over to sixty cycles.

Fires

In 1854 the business section was almost wiped out by a fire. It was in the days when there was no organized method of fire fighting. Most of the buildings were made of wood and were very close together. In 1912 hydrants were installed and a fire truck was purchased; it was powered by a team of horses. The fire truck and equipment were stored in a barn owned by Walter Williamson. The barn was next to the Franklin House, which resulted in its loss when the Franklin House was destroyed by fire in 1914. A new fire engine was purchased and Fred Pollock became the fire chief. He had six volunteers. A fire hall was erected west of the community hall and was equipped with a siren. Before this fires were signalled by a tug's whistle (if one had steam up). The second fire engine was replaced by a more modern one and the fire department was under Chief McIntyre and his assistant, Blake Berry. Later Berry was the chief and was assisted by George Hough. In 1949, a modern truck was purchased and Blake Berry was assisted by Herman Clark.

Other fires took away Batt's Hotel, the Masonic Temple, the Casino, L & PSRR Bath House, and the Stork Club. Hopkin's Casino fell prey in 1932. The old bath house burned down in 1973. On January 13, 1979, an arsonist set fire to the Stork Club; it had been renovated by Joseph McManus. The dance pavilion was built in 1926 and restored in 1974. The fire at the Stork Club was fought by Fire Chief Jack Vary and his men.

With the destruction of the Stork Club, Port Stanley lost a lot of its glamour and attraction. All it has to offer now are its beach and yachting facilities. Port Stanley has the potential of becoming a great shipping harbour because it and Port Colbourne are the only two deep water harbours on Lake Erie. The future of Port Stanley hangs in balance. If rail service is restored, it will make the port important again. Joseph McManus tried to put Port Stanley on the map; this task was taken up by his son, Joseph, when the father died. The Stork Club building was sold to

High Hills of Port Stanley Reached Much Farther Out Into the Lake a Century Ago

May 3/58

GLADYS E. ELLIOTT

It was about midsummer in 1830 that the Allworth family arrived in Port Stanley from their native England and the final two weeks that the trip from Fort Erie had taken must have been as trying as any other part of their long journey.

Squire Frank Hunt in his article on the life and times of A. I. Allworth, a son of the family who was later to become a prominent business man of St. Thomas, states that Port Stanley was then but a small village "with high hills running out into the lake about half way to the end of where the present (1891) pier is."

The family did not plan to stay at the lake port, and continued their journey, which was still a testing one. The writer records that a road had just been "chopped out from the Port to St. Thomas and a waggon was procured to take the emigrants over this road to the latter place. The Allworth boys had to hang on the outside of the load and they found this hard work as the teamster was not always successful in dodging the stumps."

FOUND EMPTY LOG HOUSE

On their arrival here, the family moved into a log house which had just been vacated by Jonas Barnes about where streets bearing Mr. Barnes' names are today. Shortly afterward, Mr. Allworth continued to Frome and there he purchased a 100-acre farm near Rev. Joseph Silcox, the friend at whose suggestion he had undertaken to bring his family to Canada.

Col. Talbot offered Mr. Allworth 200 acres for each of his sons, but as there was no free grant land nearer than the vicinity of Delaware, he refused, not wishing to send his boys "so far into the wilderness." The Colonel also offered him lots in the town of London, but Mr. Allworth did not accept those either, not considering them worth the settlement duties!

WALKED TO TORONTO

Money was very scarce among the pioneers and when Mr. Allworth received a "bill of exchange" from England, he walked to Little York (Toronto) to cash it, being in pressing need of funds and unable to cash it in the neighborhood and with no banks here. With the exception of an occassional short ride with teamsters who were travelling the road, he had to walk all the way for, although there was a mail coach running part of the way on the old stage road, he had no money except the forty pound bill which no one could change.

It was February and Mrs. Allworth and the family spent an anxious two weeks while he was away, fearing that he might have got lost in the woods and have become prey to the wolves and bears which were numerous then.

On his return, he was informed by Bela Shaw, then the postmaster and principal merchant in St. Thomas, that he could send to Little York and get the money without having to go himself, a simpler method of which Mr. Allworth took advantage afterwards.

ENTERS BUSINESS

At the age of 14 A. J. Allworth entered the employ of Edward Ermatinger, who had established a general store just a few years previously. Mr. Ermatinger was also appointed postmaster about three years later and the extent of the latter business at that period may be determined by Squire Hunt's information that the young clerk was sent to transfer the postal equipment from Shaw's store with a bushel basket, which contained it easily. William Edmond helped him to carry it.

Mr. Allworth was a clerk and later a partner with Mr. Ermatinger for many years. Later the business in which Mr. Ermatinger retained a large interest, was run under the firm name of Begg & Allworth and then of Allworth & Co.

Squire Hunt records that this was one of but very few stores in St. Thomas in the 1880's. Mr. Ermatinger had built his store and home at the corner of Talbot and Church streets; Bela Shaw's store was on the brow of Talbot street hill just opposite the present Elgin County Pioneer Museum, and Hamilton & Warren had a store at the foot of the hill. A printing office owned by a Mr. Lewis, was west of Shaw's store, apparently on the very brink of the hill, for one windy night it was blown to the bottom.

EARLY L & PS AGENT

A. J. Allworth became station agent at St. Thomas when the London and Port Stanley Railway was opened, a position he held for a number of years before becoming manager of the Southern Loan Company, which office he still filled in 1891.

Another son of this pioneer family was also well-known, Rev. W. H. Allworth, a devout and prominent minister of the Congregational Church.

John Walker, a cattle and livestock dealer, of Aylmer. The building was dismantled and moved to be rebuilt as a sales arena in the spring of 1979. The last big celebration at the Stork Club was on New Year's Eve, when thirteen hundred people attended. For the older generation, the Stork Club was the place they went to during the 1930s and 1940s to dance away those years of Depression and war. Since the Stork Club opened its doors in 1926, it was the scene of countless parties, courtships, engagements, wedding celebrations, and New Year's Eve welcoming galas. The famous big bands all played the Stork Club. Perhaps the final hurrah for the club, when national attention was focussed on it, was on June 4, 1977, the night Guy Lombardo and his Royal Canadians celebrated their 50th anniversary in show business.

Transportation

The old plank road was originally a rough trail that meandered in a northerly direction to London. Actually, it was an old Indian path. Colonel Bostwick straightened out a few places in his survey in 1823. The road between St. Thomas and London had been surveyed and laid out previously. In 1843, the Province of Canada straightened and planked the road at a cost of £40,000 and the road was put in use to aid the movement of soldiers that were landed at Port Stanley to London. The planks did not last long and the road had to be gravelled. During the 1837 Rebellion, the soldiers were stationed at Port Stanley and the road was used extensively. The government sold the rights to the road to the County of Middlesex in 1851, which at the time took in Elgin County, for £4,000. In 1853, Middlesex was divided into two separate counties and the road in Elgin County became the property of that county for $8,000. In February of 1857 Robert Hepburn leased the road for ninety-nine years. Later the lease of the road was shared by Mrs. Emma Marlatt, Robert Caughell, and Robert Hepburn.

The amount of traffic lessened when the London & Port Stanley Railway was opened in 1856. William Fraser was the first conductor and William Harrison was the first engineer. Fraser resigned in 1892 because of the demands of his hotel operation. He had Major Ellison erect a hotel on Fraser Heights in 1870; it later became known as the Invererie Hotel or Invererie Heights. The first station agent was William D. Hale. The railroad was leased to the Great Western Railway Company in 1873; this caused decline in the growth of Port Stanley because Great Western favoured the use of their main tracks in transporting goods from Buffalo to Detroit over the lake ports. The Great Western was succeeded by the Grand Trunk Railway, which held the road until 1893. The L & PSRR became electrified in 1915. Picnic crowds were drawn to the beach and from that time on, the popularity of Invererie Heights and its hotel began to ebb. It was closed and dismantled in 1919.

After William Fraser made Fraser Heights (Invererie Heights) popular, he hit upon the idea of building an incline railway to scale the cliff from the beach, a distance of 110 feet. He purchased an old locomotive and had it converted to haul the railway cars up the cliff. The one big problem he faced was moving the locomotive to the top of the heights. Major Ellison accepted the contract to move the locomotive up the hill and he laid tracks from the village station to the base of the hill. From there he winched the engine up the hill by horses and capstans. The engine was placed in service and used until the system was electrified. Though the boiler was discarded, the old brass bell was kept in service for many years. I can still hear it in my memory.

When the London & Port Stanley Railway was first built to Port Stanley, it did not actually run into the village but terminated at Selbourne. The reason was that the tracks could not be extended to the harbour until certain technicalities regarding the bridging of Kettle Creek and the right-of-way privileges had been straightened out. A swing bridge had to be built across the creek midway between the harbour and Selbourne for the railway. During the time needed to get the right-of-way to the harbour, the railway was granted permission to haul its freight cars on the toll road from Selbourne to the harbour. This was accomplished by using horses along a track to the village. The tollgate was located on the outskirts of the village; the price of the toll was 7¢. As time went on, Port Stanley became recognized as a vacation resort and the traffic on the railway increased until by 1865, over three thousand people spent their vacations there. The rail cars were so overloaded that some of the passengers rode on the roof. A young man was killed when he did not duck for a low bridge. In 1881 a bridge was erected over the creek by James Finney. It was made of steel girders of the Howe Truss design and was 150 feet in length on the large span and 50 feet in length on the small span. This bridge was replaced by the King George VI bridge, officially opened on the 15th of May, 1939, by the Honourable T.B. McQuesten, Ontario Minister of Highways, who paid a tribute to Nathan Cornell for being the prime mover of the scheme.

On December 19, 1937, a coffer dam gave way, drowning seven and injuring one person so badly that he died later. The country was still in the depths of the Depression and men were willing to work at anything. (I was earning $2.50 a week and working a twelve-hour day, seven days a week, and damn lucky to get it.) When the contract was let to the Bermingham Construction Company for the construction of the King George VI Lift Bridge, everyone was there looking for a job. The idea was to drive the dam sides down into the bottom of the creek, pump it out and brace it with cross timbers, and at different levels prepare it for the pouring of a concrete trunnion pier for the bridge. The coffer dam was made of interlocking steel slabs that formed a large box measuring sixty-eight feet in length and forty-five feet in width. It reached down into the bottom of the creek thirty-six to forty feet. Inside the dam, the twelve-inch wide shoring timber formed four tiers each with a space of seven feet. On this particular day the men were working at the twenty-five foot level when the dam gave way on the southwest corner. Just before the collapse, James Sealey was working at the southwest corner and happened to notice that one of the shoring timbers had slipped eight inches in two minutes and that the bracing wire was starting to untwist. He shouted to the foreman, who was up above, to tell him that something was wrong but apparently could not make himself heard above the din. His younger brother, George, who had been working near him, began to go underneath the timber just as something cracked. That was the last time James saw his brother alive. Alvin Thompson and the two Bisbee boys were working on the northwest corner of the dam. Thompson stated that the Bisbee boys did not have a chance. Mr. Bermingham, the contractor, was staying at the Hillcrest on the Heights when he heard the cracking of the timber as he opened his bedroom window. Those who survived were Bill Hume, Bill Duffy, James Sealey, Alvin Thompson, and Don Beattie, who later died from his injuries. Those who lost their lives were James McFarlane, George Sealey, Archibald Jones, Chester Bisbee, Jen Jacob Olsen, Joseph Olsen, and Allen Bisbee. A bronze tablet was placed in their memory on the side of the control tower.

In 1907, the first traction car arrived at Port Stanley; it came as far as the village square. Later the tracks were extended southward and a station was constructed of cement blocks south of the Clifton House. The Southwestern Traction Company was started by a company of English capitalists who wanted to construct an electric railway between London and Port Stanley and make use of the village streets. For this they sought a franchise from village council. This company became a competitor of the London & Port Stanley Railway. The tracks left London and ran through Lambeth and Talbotville on what is now known as No. 4 Highway and then veered across the fields to get under the Wabash (C.N.R.) bridge, crossed the creek at Lynhurst and climbed up the slopes of the Talbot Street embankment to Talbot Street until they reached First Avenue. Then they swung south across the fields until they hit the eastern part of Union. From this point they followed the road into Port Stanley. The company had many successful years until the L & PSRR became electrified in 1915. The competition proved too much and it folded in 1917. Alvin Mills, who once worked on the Traction, remarked that the most difficult part of the traction route was the set of tracks going up the incline into St. Thomas when it was wet and also during the winter months.

Marine History

Port Stanley was recognized as an important port along with Port Burwell, Port Dover, and Port Maitland. By 1832 the steamer *Thames* had commenced running between Port Stanley and Buffalo, stopping at different points along the north shore of Lake Erie, including Port Maitland and Port Dover. Soon after this other steamers and schooners began running freight and passengers. To take advantage of this sudden prosperity, Mr. Tomlinson in 1834 opened the first hotel in Port Stanley, the British North America Hotel. Captain Richard Burrows operated the steamer *Telegraph* for many years between Cleveland and Port Stanley until one day in 1858 when it was rammed by the schooner *Marquette*. Captain Burrows survived. The *Telegraph* was built in Detroit. This disaster did not stop Thomas and Richard Burrows, for they continued with

After Sixty Years

Sixty years ago people went to Port Stanley for an outing on an L. & P. S. train of seven or eight cars drawn by a steam locomotive which carried them all the way to the beach. Then they went up on the Incline Railway to the picnic grounds on the hill. There they disported themselves on swings, a dancing platform, or at a bar 100 feet long where men could quench their thirst. Others took a trip out on the lake on the "Joe Milton," a sturdy little screwsteamer whose picture we show here today.

This little ship was built at Port Stanley in 1891 by John Ellison, and was operated by Capt. Joseph Hough as a passenger vessel. She was 92 feet 6 inches long, 20 foot 4 inches beam, gross tonnage 93.30, and net tonnage 63.45. After a few years she was sold elsewhere and in June, 1904, sank during a fierce storm near Papoose Island in Georgian Bay.

It will be seen from the picture that there was no Board Walk in her time, and that the few bathers shown wore knee-to-elbow bathing suits. The little steamer took on her passengers from a jetty at the foot of William street. The jetty had to be rebuilt each spring.

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To show the development of the beach in the next 20 years, we show also a picture of the Hopkins Casino about 1923 after it had been enlarged two or three times by its popular owner, James H. Hopkins. Jim, as he was generally called, was an enterprising and optimistic man whose first business enterprise at Port Stanley was a small photograph gallery on the hill operated by his assistant, Robert Elliott. This branch studio of his St. Thomas business operated almost entirely on tin-types for the picnickers.

As the beach began to be more popular than the hill, he decided to move the little gallery down to the foot of William street. Then there was added a small ferris-wheel and merry-go-round, and in time a small movie theatre.

Finally a dance hall was feasible and the other activities were divided. The Casino, as he called it, proved to be popular at once, for Mr. Hopkins was a likeable man and the place was soon noted for its well behaved patrons and wholesome atmosphere. Good orchestras were engaged year after year. Guy Lombardo made his first big hit there and he was re-engaged year after year. Even after he went on to New York, and the L. & P. S. built their big dance hall as competition, the patrons somehow stuck to the Casino.

However, in April 1932, while some renovations were being made, the place took fire from some temporary amateur wiring that had been installed and the whole property was burned to the ground. It could not be rebuilt for the amount of insurance carried and it was not replaced. The loss was deeply regretted by a host of patrons who had enjoyed its wholesome atmosphere so long under Mr. and Mrs. Hopkins.

When once the beach and its amusements became popular, it developed by leaps and bounds, and small cottages and shacks of every description sprang up on the flats below Invererie Heights. This came to be called "The Jungle," and a demand arose to have it cleared up. The result encouraged the village council to undertake a further clean-up which is now in progress. It is hoped that in time we shall have a really beautiful waterfront at "Port" in keeping with such a natural summer resort.

In spite of the fact that there are several really comfortable summer homes along the sand dunes east of the waterworks pumping station, one can look forward to a time when all buildings west of the big dance hall will be removed, and one wide continuous beach created. There should be an unobstructed view of the lake, free from sand dunes as well as buildings, and Cavell Boulevard extended to the west to Erie Rest. This will, all come in time, like the dredging of the upper harbour for ocean-going ships. "Port" is endowed by nature too greatly to remain a sleepy, unkempt village much longer.

Editor's Note: The author of this series of reminiscent articles was not certain about the location of Papoose Island; he thought possibly it was in Lake Ontario in the Kingston area, or it might be a small island close to Prince Edward County. But Harry M. Ellison of Port Stanley, says Papoose is in Georgian Bay. The J. Milton was named for the builder's sons, Joe and Harry whose middle name is Milton. Mr. Ellison says the Joe Milton used to ply back and for across Lake Erie between Port Stanley and Cleveland with a boys' band aboard in the day when his father operated it. It was sold three or four years before she sank in Georgian Bay and Mr. Ellison recalls a conversation with a London druggist who was on board the ship on her ill-fated trip in 1900. The Londoner got off at the J. Milton's last stop before Papoose Island where the ship ran into a fierce storm and went down. He regarded himself as being a very lucky man. Mr. Ellison does not know if any, how many lives were lost.

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the shipping and passenger service using the schooner *Union*. The Burrows were known as a good-natured lot and helped many a runaway slave escape to Canada. At the same time there was another schooner making the same run from Port Stanley to Cleveland. It was the Port Burwell-built schooner *Emma*. As time went on, Port Stanley became the favourite port of call for the ships *Adelaide*, *Calula*, *Wave* and *Dispatch* out of Buffalo, as well as a line of steamers operating from Chippawa to Windsor. I should add that the schooner *Union* carried on until 1871 and then Captain Drake put the *Lady Franklin*, a large steamer, into service. She was replaced by the *City of Sandusky*, also mastered by Captain Drake. In 1875, Captain Kirby put a steam side-wheeler into the service and made his service bi-weekly. A group of business men got together and formed a joint stock company with their headquarters in Port Stanley. These men, headed by Messrs. Eccles and Wade, and Sheriff Munro, formed the Dominion Transportation Company. They owned and operated the steamer *Alma Munro*, which carried goods from the upper lakes to the eastern ports. According to the old records, the *Lord Elgin* out of Hamilton often called at Port Stanley in the 1850s. The steamer *Belle*, out of Buffalo, brought in a cargo of thirty-seven pieces of marble; she was followed by the steamer *Fashion* out of Buffalo. The schooner *Jesse Wood*, out of Hamilton, brought in a cargo of seventy-five stoves. The schooner *Keeper* of St. Catharines brought in fifty-five tons of plaster and fifteen tons of cement. A regular schooner,

Isaac Buchanan, came in on one trip and picked up four thousand bushels of wheat, one hundred barrels of flour, and hides. On her last trip in November of 1857 she fell prey to fire and was totally destroyed while anchored in the harbour. The fire started when the propeller *Free Trader*, which was moored alongside, caught fire. The next to go was the warehouse of Routh and Davidson and then Williams' warehouse. The sparks then set fire to the premises of Captain Batt and Mr. Boggs. When the news reached St. Thomas, the fire department sent their pumper to Port Stanley via the L & PSRR along with their fire fighters. By the time they got there, one warehouse was down and 160 feet of government docks were gone. They saved two of the warehouses located nearby. The charred remains of the schooner and propeller were towed out of the harbour and beached.

Port Stanley was the scene of many ship disasters. Some were:

Ottawa, schooner, sank off Port Stanley in 1848
Scotland, schooner, " " 1848
Baltic, brig, " " 1855
Julia, brig, " " 1855
Royal Oak, schooner, " " 1856
Isaac Buchanan, schooner, burned in the harbour in 1857
Free Trader, propeller, " " 1857
Forest City, propeller, " " 1858
B.F. Bruce, propeller, burned off Port Stanley in 1862
Excelsior, schooner, sank off Port Stanley in 1862
Torrent, bark, " " 1863
Wanderer, schooner, " " 1865
Ranger, steamer, " " 1866
Lydia Mack, scow, " " 1877
Mountaineer, schooner, wrecked near Tyrconnell in 1882
Louie O'Neil, schooner, sank off Port Stanley in 1887
Albatross, schooner, wrecked at Plum Point in 1889(?)
Ryan, steam barge, sank off Port Stanley in 1890
Groton, schooner, wrecked off Port Stanley in 1897
Mineral State, schooner, " " 1902
H.A. Barr, schooner, " " 1902 (crew saved)
E.G. Benedick, schooner, " " 1891
Dredge No. 117, sank at Port Stanley in 1952
Olga, cabin cruiser, sank at Port Stanley with loss of lives in 1944

There were other ships that met a dire end by overshooting the harbour mouth and being carried into the shoals off Port Bruce. They were:

Globe, brig, sank off Port Bruce in 1854
Burlington, brig, " " 1854
Crevola, schooner, " " 1863
J.P. Mack, bark, " " 1865.

The original *Free Trader* was a schooner that met a dire end in 1844. She left Port Burwell bound for Cleveland when she was met by a gale that capsized her. As fast as she turned over, she righted herself from the swing of her ballast. After the big blow, her hull was discovered afloat with only one sailor left alive, lashed to the ship's wheel. One of the steamers that frequented Port Stanley was the *Shickluna*. It burned off Port Colbourne in 1870. The schooner *Skylark* was wrecked off Liberty Hill on a wild day in the late fall. As the pilot tried to make for the harbour, the ship was caught in the wind and the waves and driven into the shallows off Liberty Hill, where the waves proceeded to break her into pieces. Men ran and climbed into the riggings for safety while the cook, a woman, climbed on top of the cabin and held on for dear life. She clung there for nearly an hour before she slipped beneath the waves. One of the mates, being a strong swimmer, decided to swim to the shore. He nearly made it. The men who clung to the riggings

were later rescued by the Port Stanley Life Saving Unit. This was just one of the many acts of heroism performed over the years by men such as Capt. William Oliver, Thomas Sweeney, J. John Oliver, Fred Going, George Murphy, and Robert May.

On November 2, 1902, the *Mineral State* went aground east of the Port Stanley harbour. The twenty-nine-year-old ship was under Captain Ziem of Alpena, Michigan. It was loaded with over six hundred tons of coal, which were to have been unloaded at Port Stanley for coal dealers in London. It seems that the schooner was caught in a violent storm and tried to make for the safety of Port Stanley harbour, but because the waves were so high and the wind so strong, the skipper felt he could not get through that one hundred foot gap and decided to anchor offshore. As the gale got worse, the ship dragged its anchors until the schooner was aground one mile past the harbour. By this time she had lost two of her three masts and was being battered to pieces. Meanwhile every person in Port Stanley lined the cliffs and shores to watch the drama. A brave few decided to do something about it. They were the life-saving crew under J. Reginald Moore, who with his men was towed out by the tug *Gordon Brown* to a spot close to the wreck, which enabled the crew to rescue every man. For this the crew of the *Gordon Brown* were presented with gold watches and chains from the president of the United States with the following inscription engraved on the watches: "From the President of the United States, to Capt. Alex Brown of the tug *Gordon Brown*, Port Stanley, Ontario, in recognition of his humane service in affecting the rescue of the captain and his crew of the United States schooner *Mineral State*, wrecked off Port Stanley on October 30th, 1902." Coxswain J. Reginald Moore also received a watch and chain and the rest of the men received gold medals. They were William Hough, Frank Eveland, Alonzo Taylor, Fred Pollock, Thomas Hough, and Henry Cherry. The date on the watches is incorrect because the ship did not leave Cleveland until the evening of November 1, 1902, and went aground on the 2nd of November.

Five years before the *Mineral State* drama, the Port Stanley life-saving crew took part in the rescue of the crew of the schooner *Groton*. This occurred on November 11, 1897, during a gale in which the *Groton*, loaded with coal, went aground just west of Port Stanley, near Plum Point. Near her was another schooner by the name of *St. Lawrence*, which was also aground and being battered until the skipper got rid of some of his deck cargo of coal and was able to save his ship. Meanwhile the *Groton* was wrecked, and the crew entered a yawl and were at the mercy of the storm until rescued by the life-saving crew. The *St. Lawrence* was towed to Port Stanley by the tug *Snowstorm*.

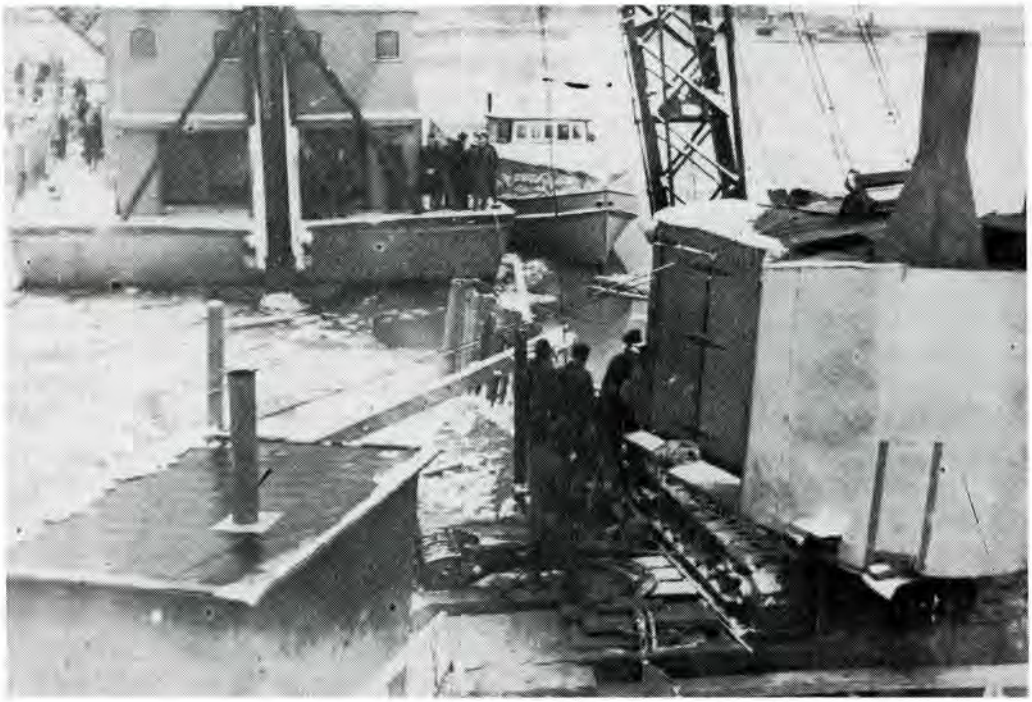
Port Stanley received its first lifeboat in the 1850s. It was made in England and was a heavy affair constructed of wood and fastened together with copper nails and screws. It was so heavy that it took a crew of six to ten men to launch it and man the oars. It was replaced in later years by one made in Collingwood. The crew of the second boat consisted of Rudolph Long as wheelsman, commanding officer Capt. Walter Brown, who was also the stroke-captain, and George Hough, Charles Brown, John Brown, Fred Gilbert, and Russel Parker as oarsmen. I must mention that the American government presented medals to Luke Berry and H. Beasley for valor in the past.

On December 7, 1909, the *Marquette Bessemer No. 2* left Conneaut, Ohio, with Captain Robert McLeod as the skipper. It was loaded with thirty hoppers and gondolas of coal. The *Bessemer* was then four years old. She was three hundred and fifty feet in length with a fifty-foot beam, and had been built for the Marquette and Bessemer Dock and Navigation Company by American Shipbuilding of Cleveland. Inside there were four sets of tracks to carry the thirty gondolas of coal, which weighed nine hundred tons. There were two car ferries in service, the *No. 1* and *No. 2*. The *No. 1* went to Rondeau, which was *No. 2's* daily port of call along with Port Stanley. *No. 1* left port at 6:00 p.m. The temperature at the time was 40°F. Two hours later *No. 2* left port. By this time the wind was increasing with gusts of fifty miles an hour. The mercury was

starting to plunge. Out on Lake Erie the most disastrous gale in years was hammering some of the staunchest ships afloat. It is believed that Captain McLeod set his course for Port Stanley and almost made it but the waters were so rough and the harbour entrance so narrow that he turned away and headed westward to seek the safety of Rondeau. For some reason when the ship reached the area of Plum Point, it changed course again to the east to try to reach Port Stanley. In the heavy snowstorm, the ship missed the harbour at Port Stanley and the haven of Port Burwell, continuing eastward to the dangerous waters of Long Point. The *Bessemer's* attempt to reach the harbour at Port Stanley was observed by Mr. Wheeler, Canadian customs officer, on Tuesday afternoon and on Wednesday at 3:00 a.m. He heard the ship's whistle outside of the harbour. It was believed by many that she continued eastward, continually pooped by huge waves through her stern opening, thus breaking the hold-down key that held the heavy gondolas of coal. The railway cars started to crash the sides and the forward bulkhead, tearing the insides of the *Bessemer* to pieces. During a lunge to one side, the ship turned upside down, taking with her most of the hands. On December 13, one of the *Bessemer's* lifeboats was found with the ice-coated bodies of nine men and the clothes of a tenth in the bottom of the boat; it was concluded that the tenth committed suicide because of the intense cold. One man's hands had to be pried from the handle of the oar.

This is a news item that I came across in an old St. Thomas *Journal* newspaper dated 1881. "At the wharf at the foot of the incline railway will be found the new steamer *Ruby* under the control of Major, then Captain, John Ellison, who has been in the excursion business for 17 years. His first outset being the modelling and rebuilding of the yacht *Sarah Jane* in 1864; come next the tug *Colin Munro* in 1872. The whole construction being under his supervision. He made the model molds, built her, launched her, set up her boilers and ran her carefully in connection with the Grand Trunk Railway. Besides all this, she was employed after the picnic seasons in wrecking and towing. Several schooners that were stranded were rescued by him; also a few large rafts were recovered which had broken to pieces and gone ashore. At the loss of the barque *Sweden* in 1870 he rendered valuable assistance, saving the cargo of timber and stripping the wreck above decks. The next boat he put in frame was the *Stanley* in 1878. She was considered to be the best boat on fresh water for excursion parties, her bottom being concave and flaring sides prevented her from carelling. Her engine and boiler were made at St. Catharines by Oill and Company. Capt. Ellison placed her boiler and engine and ran her on trial. She was sold in 1880 to a party in Goderich for $9,000.00. Capt. Ellison found the *Ruby* was up for sale and purchased her, she was built in Brockville by Alexander Hume and came out in the spring of 1879, she was built of white oak and reinforced by iron braces, the boiler was made by Yates Brothers of Schenectady. She had the speed of twelve miles per hour and was very seaworthy." Captain Ellison carried passengers to Cleveland, Put-in-Bay, and other ports in Lake Erie. He was the planner and builder of the incline railway. One of the men who assisted in the construction was Samuel Walls. The incline railway was closed in 1964 and dismantled in 1980. Major Ellison also built the first lighthouse, which was completed in April 1882.

The first patrol boat was the *Rescue*. It was pressed into service during the Fenian Raids in 1866; it actually was a ship-of-the-line used for naval and military purposes. (When a group of ships are used for naval or police purposes, they become a squadron or a fleet and each ship is of that "line.") In some sense, so were the *Petrel*, the *Vigilant*, *Elsie Doris*, and the *Wasp*. The *Petrel* was built in 1892 and was assigned to serve on the Great Lakes to prevent poaching. It was under the command of Capt. Edward Dunn of Owen Sound, whose crew was: J.S. Inkster, First Officer; John McPherson, Second Officer; A.J. Brown, Chief Engineer; W.H. Winter, Assistant Engineer; E.V. Hestan, Drill Instructor; Thomas Morgan, Quartermaster; Victor Wilson, Joseph Hough, George Wilson, and Arthur Leighton. This vessel, a fast gunboat, was 125 feet in length with a beam of 22 feet and was capable of reaching eleven knots an hour. It was armed with a muzzle-loading gun on the aft deck. These ships were always on the look-out for poachers and illegal nets on the Canadian side of the lake. The patrol boat was stationed at Port Stanley and Port



Activity in Port Stanley harbour.

Burwell. When it came across an American vessel in our waters, the crew would fire a shot across the bow of the offending intruder and board her to examine the papers. Once in a while the tug and the crew of an illegal fishing vessel were brought into Port Stanley, but most of the time the poachers escaped, leaving behind their nets. In the first year of operation, Captain Dunn captured one thousand nets. The ship was wintered at Walkerville. It is said that while Captain Dunn was stationed at Sarnia, he was dressed in a uniform with a Fenian Raid medal on his chest and wore a sword. In the autumn of 1904 the *Petrel* was transferred to Halifax to be used as a supply ship. She was wrecked in 1934. The next patrol boat was the *Vigilant*, a graceful and beautiful ship. The length of her hull was 177 feet with a narrow beam of 22 feet and a shallow draft of 13 feet. She was twice as fast as the *Petrel* and was a real threat to the poachers because of her speed and her four automatic guns. She weighed 396 tons. The *Vigilant* was commissioned to patrol the Lower Lakes under the command of Capt. Edward Dunn and his crew. The crew was subject to political changes. At one time Ned Sparkman (later "Ned Sparks," the great comedian and actor) served for some time as a deck hand. Later the ship was under the command of Captain Janes. The *Vigilant* was transferred to the Upper Lakes for patrol work, and later was decommissioned and sold. In the process she was stripped of her superstructure and reduced to a barge. Her first tug was the *Ruth B*, and her first assignment was carrying freight from Midland to Detroit. After the sinking of the tug *Ruth B*, she was towed by the gasoline tug *Pellow*. The old *Vigilant* later fell into disuse and for a few years was moored near the Ambassador Bridge until she was purchased by Ernest Glover and put back in service as a barge carrying coal from Toledo to Port Stanley. She was towed by the tug *Finglo*, which was under the command of Captain Dale. The old ship was later sold and converted into a freighter and had twin diesel engines installed. Her final fate I do not know. After the *Vigilant* was transferred to the Upper Lakes, the fishermen on the Lower Lakes were annoyed at the lack of protection, and so the provincial government had another patrol boat built when the Honourable Mr. Mills was Minister of Fisheries. He named the ship after his daughter, Elsie Doris Mills, and it became known as the *Elsie Doris*. The next patrol boat was the *Miseford*, built in 1915 and named after Alvin Misner and E. Telford. It was a ship of 114 tons and was used on the Upper and Lower Lakes. The ship was built at Port Burwell. Other

patrol boats were the *Beaconcour* and *Laveyret*. The one that I know was the *Wasp*, a converted yacht put into service in 1935 to patrol the north shore of Lake Erie.

Coal has been brought to Port Stanley since 1850, which was when the sailing ships started to bring it from the south side of the lake. It is said that shipments as small as one hundred pounds were entering Port Stanley in 1850 because of the demands of blacksmiths and iron workers. One old timer I interviewed some forty years ago recalled that it took a gang of men three days to unload a cargo of three hundred tons; now a freighter can be unloaded in a single day. The first Ohio to Port Stanley service began in 1850 by the schooner *Mary*, which operated weekly when the weather permitted. The first steamer to attempt a regular service was the *Lady Franklin* in 1871. It was replaced by the steamers *City of Sandusky* and *Saginaw* in 1877. In 1891, Captain John Ellison (later known as Colonel John Ellison) put into service a ship that was built at Port Stanley. The *Joe Milton* operated successfully for close to five years until the steamship *Flora* took over the passenger and freight business from Ohio to Port Stanley. This ship was later renamed the *Urania* and was commanded by Captain F.R. Dale. He later became harbour master of Port Stanley. I have already mentioned that the first steamer to run between Buffalo and Port Stanley was the *Thames* in 1832. Afterwards a line of steamers running from Chippawa to Windsor began calling at Port Stanley. One of the early visiting ships was mastered by Capt. John Pollock, who made his first call in 1843. In the 1850s the London & Port Stanley Railway built two fine steamers, *City of London* and the *Shickluna*, and purchased the *Georgia*, all of which traded here until the Great Western Railway Company leased the railway.

For a complete story of fishing in Port Stanley and other ports, I suggest that everyone read Frank Prothero's books *Men and Boats* and *The Good Years*. Both are excellent books. The following story about fishing consists of my own recollections and those of "Hub" Dunn of Port Stanley. Naturally the first to go into commercial fishing was Captain John Ellison, who formed the Ellison Fish Company. He went into pound net fishing with his tugs *Stanley, Beatrice, Ruby* and *Joe Milton* with a close second being the Brown brothers, Captain Alex and Colin, or Captain Matthew Payne. It was believed that the tug *A.V. Crawford*, owned by Deming and Captain Payne, was the first involved in gill net fishing and was in trouble because of this. By 1907 the Paynes were cleared to use this type of fishing. The Brown brothers went into gill netting with their tugs *Hoodoo* and *Buckley*; these ships were replaced by the larger tugs *Snowstorm, Gordon Brown* and *Brown Bros.* after 1905. Pound netting was done in the shallow waters sixteen miles east of the harbour and four miles west of the harbour. Among the early gill netters were Harry Ellison, Colin McIntyre, Thomas and Fred Morgan, Herbert Dunn, Arthur Glover, Reginald Moore, Charles Stanton, George Wilson, Walter McPherson, and Charles Finley. One old timer recalled that in the year 1910 there were twenty-two fishing tugs operating out of Port Stanley and each had an average lift during spawning time of eighteen to twenty tons. The record lift of thirty-five tons was hauled in by Captain Herbert Dunn in 1913. Captain Dunn, who founded the Eastside Fish Company, started out in *Silver Spray*, a sailing smack with a capacity of five tons. He later mastered the *Stanley Clipper*. Charles Finlay, the founder of the Finlay Fish Company, went into the big market and shipped products to Detroit, New York, Cleveland, Rochester, Columbus, Ohio, and other American points. Employed by this company were the tugs *Sharon Rose*, and *M. & P.* Other tugs brought in their hauls to be stored and sold by the company. They were the *Neptune III, Dee & Bee* and the *Lewis Lass*. The steam tug *Finglo*, owned by the Finlay Fish Company, was considered as the number one fishing tug at the time. She was built during the First World War by the Eastside Fish Company and was only partially completed when the Finlay Fish Company took over and finished it. It cost $30,000, was ninety feet in length with a beam of twenty-two feet, and was powered by an engine from a wrecked passenger boat. The ship was completed in 1921. Other tugs I recall were the *Vary Bros.*, owned and operated by Lorne and Percy Vary; *L. & S.*, George and Ernest Vary; *John L. Loder*, Loder and Son; *Elgin E.*, Harry Moore; *Walter Mac*, Walter MacPherson and George Wilson; *Stanley Clipper*, Eastside Fish Company; *The Morgan*, Thomas Morgan; *Neptune III*, Lionel Cromwell; and the *Muriel T.*,

Clarence Thorne. Vary and Sons was an independent distributing company founded by George Vary which supplied the Admiral Fish Company in Detroit. The Vary Fish Company had its building on Colborne Street. The Carey and Son Fish Company is still in business and caters to the home markets. I should add that the Finlay Fish Company was the first company to build a cold storage plant and to make artificial ice.

The first steel-hulled fishing tug to be built in Port Stanley was built by Herbert Colley and Russel Bronson. The ship was later named the *Clara* and operated out of Port Burwell. One ship I remember is the steam tug *Waldron;* it was moored for years near the old steel bridge and lay on its side for ten years. It was first known as the *Ethel Q.*, and at one time was a tow tug in the Montreal waters for thirteen years. Then it was transferred to Port Stanley to be used as a tow-boat for the barges of the dredge *King Edward* in 1927. When the new bridge was built, she was raised from her resting place and taken to another place, dismantled, taken out into the lake, and sunk. Eastside Fishing fleet consisted of the tugs *Stanley Clipper, Eastside* and *Elgin E.*, all under Captain Herbert Dunn. The *Elgin E.* eventually was sunk one mile east of the harbour. At one time before the Second World War, "Hub" Dunn had a fishing tug by the name of *Dunn Gill.* During the war, Dunn served in the Royal Canadian Navy and was injured in the performance of duty.

Port Stanley was the home of two colourful men, Captain William Berry and his brother, Captain Mark Berry. Mark and William were part of the family of thirteen children of John Berry, Sussex, England, who left the "Auld Sod" in 1857. Misfortune befell the family on the passage across the Atlantic when John Berry took ill and died. Mark was fourteen years of age when he arrived at Port Stanley and immediately went to work to help support his mother; William was four years of age at the time. Captain William Berry died on the 9th of April, 1927, and left behind three sons: Luke, who died in 1961; Mark, who died in 1958; and William L., who died in Seattle in 1956. Captain William Berry's two daughters became Mrs. George Millman of Dexter, and Mrs. Thomas Gregory of Petrolia. Another son, Benjamin, predeceased his father. Captain William Berry spent over fifty years in the fishing industry and was the captain of the life-saving crew. After he swallowed the anchor, he operated a grocery store in Port Stanley for

Modern Port Stanley harbour.

sixteen years. Captain Edward Dunn and Captain William Berry were always at loggerheads. It reached a climax when the *Vigilant* accidently sank Captain Berry's fishing tug *Elk* while manoeuvring about in the harbour. It seems the accident occurred because of a mix-up in the signals for reversing the engines. The *Elk*, which was moored to the dock, was sliced in half. Captain Berry had to get permission from the federal government to bring a suit against them. Thomas W. Crothers was the sitting Conservative member. Captain Berry sued the government for $15,000. He was awarded $500 and the use of the *Vigilant* until his vessel was repaired; Captain Berry stated later that he was glad that the government did not favour him because he was a Conservative. You can imagine Captain Dunn's horror when his immaculate ship was used as a fishing vessel with his enemy Captain Berry enjoying every moment of it.

When Mark Berry reached the age of sixteen, he joined the crew of a clipper carrying freight between Buffalo and Chicago. It was a hard and exacting life, but he gained valuable experience and his love for the sea defeated any temporary desire to leave the industry for an easier means of earning a living. Mark Berry hoisted and lowered sails, scrubbed decks and assisted in the loading and unloading of cargoes on a lake freighter for nearly a year until one morning as his ship, the *Maple Leaf*, sailed into Buffalo harbour. He spotted the revenue cutter *Michigan* at the dock. He was favourably impressed with the cutter—the bright flags, neatly uniformed officers, mirror-like brass railings—but what held his attention and filled him with boyish enthusiasm was the sign, "Sailors Wanted." The Northern navy was in need of men, and so, although Mark was a Canadian, a hasty medical examination sufficed to transform him from a tramp freighter deckhand to an aspiring naval recruit.

"The purser of the *Michigan* gave me 50¢ a day and told me to see all I could ashore, 'cause we'll soon be on the ocean. We slipped our cables at the end of the week and scampered out of Buffalo harbour after firing a six-gun salute, and that was the end of my pleasure jaunts in Buffalo or anywhere else for many a day."[1]

At Portsmouth, New Haven, he and his mates were put ashore only to be sent aboard another vessel, the *North Carolina*, which had been condemned for sea duty and was being used as a stationary training ship. More than 1,500 men were registered as recruits and for four weeks they were drilled in firing the twenty-two, twenty-four, and sixty-two pound guns. Finally, eight hundred men, including Mark Berry, were transferred to the frigate *Santee* for active service. The *Santee* was eventually caught in the Gulf of Mexico and would have been blown to pieces by the Confederate destroyer *Merrimac* but for the timely arrival of the *Monitor*, a Northern man-o'-war. The fight between the *Merrimac* and the *Monitor*, first American ironsides, is recorded as the severest naval engagement of the Civil War. Captain Berry explained that there was little use made of the guns on either vessel at the outset of the battle because the light ammunition could not penetrate the iron-plated battleships. Both ships charged madly at each other. By clever manoeuvres on the part of the *Monitor*, the *Merrimac* was forced to run ashore, where she lay on her starboard side. Her guns were useless and she lay there helpless under the heavy shelling from the *Monitor* and the *Santee*. After hot embers were dumped out of the firebox onto the deck, she caught fire and the crew escaped ashore. The *Merrimac* burned to the waterline. This was the baptism of fire that Mark Berry and his mates went through. Mark Berry transferred to the *Pensecola* and the flotilla sailed up the river to St. Francis and Fort Jackson. Both were heavily fortified and offered resistance but the fort was destroyed. Arriving at New Orleans, the federals found the cotton fields and warehouses on fire and the city deserted. Mark Berry spent the balance of that year in clearing blockade runners and became an officer in the federal navy.

In 1865 he left the naval life and returned to commercial shipping. He joined the crew of the *Morning Light*, a seven-hundred-ton vessel, and sailed with her to the African coast on a two-year trading expedition. My grandfather, Captain Thomas Sims, was an officer in the British Navy and recalled trading ships being loaded with cheap and flashy trinkets and colourful mill-

ends of cloth. The *Morning Light* stopped at St. Thomas island where the captain picked up one hundred tons of coffee for a few trinkets. Portuguese Africa was their final destination and on their arrival they traded for palm oil, spices, coffee and ivory in exchange for tin rings and brass bracelets. In due time, they returned to Boston and sold the ivory and palm oil at public auction. Mark Berry returned to Port Stanley and he and his brother, William, decided to go into the shipping and freight business. They pooled their money together to purchase a vessel, but they did not have enough to insure the cargo and vessel. On their first trip they were caught in a storm on Lake Erie and their ship went aground at Morpeth, where they lost everything. William Berry figured that freighting was too risky and went into fishing, where he remained for over fifty years. Meanwhile Mark Berry went back to sea and shipped out of New York. This time he was engaged on the freighter *Ocean Monarch* on a voyage to California. The next trip was made to Russia on the vessel *Eastern Atmosphere* with a cargo of supplies for the whaling fleet. The *Eastern Atmosphere* returned to New York with two thousand tons of whale oil and when the cargo was disposed of, Captain Berry returned to the Great Lakes. He decided to swallow the anchor in 1867, got married and settled down for a period.

One of his jobs was the construction of a boathouse at the hill opposite the Hutchinson House on Kettle Creek for Captain McBride, who was then the proprietor of the hotel. He engaged in boating from that point to Turville's dam. Even though Berry did other types of work, his heart was still in being master of a ship. Finally he became master of the new schooner *Lydia Mac*, which met disaster on her maiden voyage with a load of coal forty miles out of Cleveland. The crew were adrift for three days until they reached Port Stanley suffering from exposure. In 1876, he suffered another loss when his ship *Agnes* floundered off Fairport, Ohio, among drift ice. The good people of Fairport, seeing the schooner in trouble, made up a bridge that they slung across the ice and rescued the crew. In 1882, Captain Berry, then master of the schooner *Russia*, was caught in a gale off Erie, Pennsylvania, and was driven ashore. The ship's swinging booms cleaned off the end of the Erie pier and smashed three small houses. The crew were taken off with breach buoys and the vessel rolled and tossed at the mercy of the waves, only her top spars showing above the water. The sixteen thousand barrels of barley on board were soaked. Captain Berry recalled that he was worried that the government would sue him for the damage to the pier. Captain Berry wired the commodore that he had lost the ship and received a reply to sell the ship and cargo as she stood. He had little difficulty in disposing of the *Russia* for a good price. After the sale Captain Berry reported to the commodore, who greeted him with the following words, "You're a good white-haired boy, Berry, ye did a good job." The last ship that Berry mastered was the schooner *H.P. Murray*. In 1938, Berry was invited by the United States government to attend the 75th anniversary of the Battle of Gettysburg; he was ninety-five years of age at the time. He closed his eyes for the last time in 1939. His wife, Mary Ann, died in 1933.

When Captain Alexander Pollock died at his son's residence in Duluth, Minnesota, in 1905, another colourful life of Port Stanley was brought to a close. He was born in England in 1817 and at an early age lost his parents and was adopted by a sea captain who commanded a naval training ship. At the age of nine he enlisted on a British training ship bound for the Mediterranean. He remained with the ship for six years and became a midshipman. In 1832, he shipped as an able seaman on the barque *Gladiator* at Liverpool bound for Australia via Cape Horn. On the return journey the ship was wrecked off the west coast of Africa, the only survivor being young Pollock and the captain's twelve-year-old daughter, whom he saved by lashing her to a spar. They were picked up by the natives, with whom they remained for three months, until they were able to attract the attention of a ship to Liverpool. Many years later he was surprised to receive a handsome Bible with the following inscription. "Presented to Alexander Pollock by Elizabeth Johnson for bravery displayed in saving my life from the wreck of my father's barque, *Gladiator*, on the west coast of Africa, October 2nd, 1832." This Bible was destroyed when the propeller *Shickluna* burned at Port Colborne in 1869. In 1833 he shipped on the brigantine *Ella Tiger* on a three-year trip around the world, after which he was connected the Black Ball Royal Mail line

sailing from Liverpool to New York. It was during one of these passages, when he was a mate, that he met his future wife, Catherine Oliver. In 1843 he shipped as a mate on the schooner *Bond Head* at Port Stanley, of which he was made captain the next year. Among the other vessels of which he had charge were the schooners *Sir Charles Bagot*, the *Globe*, the *Middlesex*, and the *Jesse Ann Hope*. In 1855, while lying in Port Stanley with the Isaac Buchanan during a violent gale, the American schooner *Flying Eagle* ran ashore and was abandoned by the crew. Captain Pollock boarded the vessel with his own crew, ran an anchor, hoved her off and brought her into the harbour. The insurance company recognized his gallant services by presenting him with a purse and gold medal, which he wore with great pride. In 1854 he left Montreal with the *Buchanan* loaded with merchandise at the close of navigation, and although frozen in at Port Colborne and laid up, the mild weather in December enabled him to refit and reach Port Stanley on Christmas Day. The three last named vessels were made in Port Stanley and were owned by R. Thompson, Charles Hope, and Captain Pollock jointly. In 1856 the captain tried life as a miller in Fingal without any success, and in 1858 he purchased the schooners *Buttles* and *Indian Maid*. After selling these in 1861, he became interested in the oil refinery at St. Thomas, which was destroyed by fire in 1866. That year he formed the North Shore Transportation Company in connection with the London & Port Stanley Railway and built the propeller *City of London*. While sailing the ship in 1866 he assisted in saving the crew of the steam barge *Herald* wrecked off Port Stanley, and was presented by the owners with a pair of binocular marine glasses and a gold medal for his bravery. The transportation company afterwards built the *Shickluna*, of which he had charge until it was destroyed by fire. It was with this ship that he towed from Sarnia to Prince Albert's Landing the schooner *Pandorn*. On board were Colonel Wolsley and eight hundred soldiers. In 1871 he commanded the *Algoma* running between Collingwood and Thunder Bay. In 1872 the Elgin Transportation Company built the propeller *Alma Munro*, which he sailed between Montreal and Chicago for three years. In 1876 he took charge of the propeller *Lake Erie* which he sailed until 1880, when he retired from the lakes for two years owing to the serious illness of his wife, Jane, during which he conducted the Batt House at Port Stanley. After 1882 he was for some years master of the *Steinoff* out of Toronto, then he retired and lived with his son, Sylvester. He lost his first wife, Catherine, in 1854 and married a second time to Jane Williams. When Alexander Pollock died, he left four sons and three daughters: William A. Pollock, who became warden of Elgin County; Dr. Alexander Pollock, Yale, Michigan; Sylvester, Duluth, Minnesota; Charles and Miss Pollock of Perth; Mrs. Duncan May, and Mrs. Malcom McLeod. When with the Black Ball line Captain Pollock was known as the "Big Mate" and did much to alleviate the poor conditions of many a shipload of immigrants in his charge.

Port Stanley's Military Past

In the past Port Stanley has had to meet the challenge of invasion because it was a valuable shipping port. The Rebellion of 1837 was one of those occasions. Political feelings rose to a boiling point during December of 1837 when William Lyon McKenzie gathered his sympathizers at Montgomery's Tavern, north of Toronto, and the struggle began. St. Thomas had plenty of excitement, too. By December 15, the local authorities considered it necessary to use the support of the district militia and so a notice was sent to Lieutenant William Orr to collect such firearms as he could find for the militia. This order was signed by John Bostwick, J.P.; James C. Chrysler, J.P.; Benjamin Willson, J.P.; and Henry Warren, J.P. It was dated December 15, 1837. Benjamin Willson held the rank of captain and had taken part in the War of 1812. Henry Warren was linked with the Warren family, then leaders in financial matters. He was born at Three Rivers in Lower Canada, and served with the King's Own 8th Regiment before settling in this section of country. Regimental orders was issued on October 24, 1838 from the Regiment of Middlesex Militia at St. Thomas to Lieutenant Orr. "Sir-You will without delay call out all men of your Company and procure by Volunteer or Draft Fourteen Effective Men and forward them to Port Stanley with a Sergeant. Each man will provide himself with a blanket. A Company will be commanded by Captain Neville.

signed-Benjamin Willson
Captain Commanding"

Small boats in Port Stanley harbour.

There were at least three hundred in the district who were followers of William Lyon McKenzie, who often spoke at meetings in St. Thomas and had men like Dr. Charles Duncombe and George Lawton as interested followers. George Lawton, an Englishman who settled in South Yarmouth on Lot 14 in 1816, was a leading political spirit in South Yarmouth, and indeed, throughout the County of Middlesex. When the outbreak occurred, he did not fail to respond to Dr. Duncombe's call to arms. Being a leader, he was later sought for and along with a number of others, made his way to the border and crossed the St. Clair River, not to return for many years. His wife, Mary, had to meet the hardships of looking after the welfare of her family. She suffered the loss of her young son, George, who died in 1838 at the age of twelve. George Lawton, Ashel Lewis, and Lucious Bigelow were pedlars of William Lyon McKenzie's grievances. Dr. Duncombe and McKenzie left the country and fled to the United States to raise money and recruits for the invasion of Canada and the overthrow of the government. The government's answer was a call to arms and so Captain Neville and Captain Jones were stationed at Port Stanley with eighty men. George Williams was stationed at Chatham. Colonel Bostwick and his men were stationed at Oakville and witnessed the flight of Dr. Duncombe's forces. David Secord of Selbourne was killed at Sandwich, near Windsor, when the enemy schooner *Anne* was taken. Of course, most of you know the results of the capture—the arrest and hanging of Joshua Doan and Amos Perley. The court martial was held in London with Colonel Bostwick as president and James Hamilton as Sheriff of London District. It is my opinion that these men were wrongfully hanged and should have suffered a prison term. If anyone took time to visit the dark, damp prison cells in the dungeons of the court house at London, he would come to the same conclusion that this punishment was enough.

In 1866 Port Stanley was on alert, as were other places such as Toronto, Hamilton and Dunnville. A Fenian invasion was expected. The Fenians were an Irish secret society named after an ancient military organization that was founded in Ireland in the third century. The Fenians were formed in the United States in March of 1858 by refugees who crossed the Atlantic after an unsuccessful attempt to drive the English out of Ireland. In 1866 they captured a British vessel and made a raid into Canada, but were defeated by a volunteer militia. The second Fenian raid took

place in 1870, but again they were defeated by the militia. To meet these threats, four naval companies were formed, one at Port Stanley and the rest at Dunnville, Toronto, and Hamilton. It was Major John Ellison who brought the Port Stanley Marine Company to the state of proficiency. A locomotive shed was pressed into service as a drill shed; it was located on the old Thayer Oil Company property. On June 1, 1866, the authorities received word that the Fenians had landed at Dunnville. Immediately there was a call to arms because they expected an attack on Port Stanley. The St. Thomas and Vienna Companies were called. The raid did not materialize and the companies were ordered to Sarnia. The older men formed a home guard and patrolled the docks and lake front. It later turned out the suspected invasion force was nothing but a group of merchant freighters. The Marine Company consisted of fifty-four men who did garrison duty in London and protected the Port Stanley harbour along with the Detroit River frontier with the London Field Battery. At the time of the raid, the marines joined the 25th Elgin Battalion of Infantry. Major Ellison's residence was located on the corner of William and Erie Streets and was named "Fort Long." I have only the names of thirty-six men who served in the marine company. Captain John Ellison, later major, was commanding officer with his second in command being Lieutenant John Batts. The ensign was John Price. The sergeants were W.A. Lilly, John Ellison, Jr., and Arthur Thomlinson. The corporals were Alex McGill, Joseph Mitchell, and C.A. Brown. They were in charge of the following privates:

Thomas Brann
William Dadson
William Gough
James Gough
James Graham
Henry Hough
Samuel Kerr
W.H. Lilly
George Morgan
Henry Magill
J. Poots
James Whorry
Elias Wilson
Joseph Knight
John Bradden
James Edgecombe
William H. Gough
Thomas Gouldie
Charles Hemphill
J. Hemphill
Aaron Leighton
Elijah Knight
Robert Mitchell
James Martin
William Pollock
William Whittup
James Waddle

Schools, Churches, and Fraternal Organizations

Back in the early years of Selbourne and Port Stanley, the children attended school at Brynes, which was northwest of Selbourne, or the little frame school on Frances Street on Lot 2. This school was erected in 1837 and its first teacher was Mr. McDonald. In 1856 it was replaced by a two-storey brick school on or near the original site. The first school board was formed after Port Stanley was incorporated in 1874, and it consisted of James Stewart, chairman; William Gough, secretary-treasurer, and John Ellison, Burgess Livingston, and Samuel Edgecombe. The second school was replaced by a larger brick school in 1908. When this building was erected, the board was Alexander Taylor, Mrs. Martha Lloyd, and Zillah Berry, daughter of Captain Mark Berry. She later became Mrs. Suthard of Detroit. Miss Berry was the first woman on the board in Elgin County. An addition was put on the school in 1949. The third school was replaced by a modern elementary school at the cost of $644,000 in 1972 on Carlaw Road. The new school is based on the "open concept" of class teaching, and embraces four open-area teaching pods of three classrooms each, as well as a library resource centre, a kindergarten room, lunch room, music room, change room, staff room, administration area, several small study areas, and space for guidance counselling. The pod areas are also sub-divided into classroom areas through the use of portable dividing walls. The school can accommodate four hundred pupils, which has relieved some overcrowding at the Southwold Central (on Fingal Road) and Sparta schools as well permitted the closing of the old Sparta school and small schools at Frome and the townline. At the time I was researching the new school, James D. Folland was the principal.

The first library was formed in 1896 and was known as the Associate Library. It was located in a room over William Goodhue's store. The first chairman was Robert Jelly. For many years Miss Thompson was the librarian and had the library in her home until 1931. Then the books were moved to the A.E. Smith building where Llewella Jones was librarian. In 1947 a new library building was erected next to the community hall and served the needs of people until 1981. Then renovations took place and the library was expanded. The war veterans' memorial window was moved to the west section of the library.

Prior to the 1840s, the Methodists and Anglicans held their services in a little log school at Port Stanley. In 1812 Port Stanley, then known as Kettle Creek, was beginning to grow, and the first Anglican services were conducted by devout laymen. In 1815 the present Christ Church yard was used as a burial ground. In 1820 the Reverend (later Bishop) Charles James Stewart visited Kettle Creek. Before the coming of Reverend Stewart, services were carried on by Colonel Bostwick. He replaced another layman, James, who was the eldest son of the Earl of Caradovan. When his father died in 1830, he inherited his father's wealth and title, but somehow this did not interest him and he gave it all up and came to Canada. He endured many privations after giving up his title and founded the parish on its present site. Records show that he acted as a pastor in the early days of the parish. The story is handed down that on Sundays one could see him sitting under the old elm tree reading the Bible before the service. Colonel Bostwick carried on as a layman. By this time the congregation had grown and by 1834 the congregation was organized and services were held in the log school that stood on the site of the present post office. In 1824 Reverend Alexander McIntosh was appointed rector of the newly erected pioneer church in St. Thomas and also served Kettle Creek Harbour, the Talbot settlement, and London Township. It was under his ministry that the first confirmation service for Kettle Creek parish was held by Bishop Stewart on August 23, 1827, when forty-four persons were confirmed. Colonel Bostwick donated one acre for the erection of the church. By this time the congregation were holding their services in homes and as the congregation grew, they used the newly erected frame school. The 1837 Rebellion had a very serious effect on the village and business was almost brought to a standstill. Only occasional church services were held in the school. By 1844, however, there began a new period of prosperity. A congregational meeting was held to plan for the building of a church. A committee was formed with Colonel John Bostwick as the chairman. Other members were William Hoadly, Edward Chrysler, Samuel Price and S.F. Holcombe. The district was canvassed by Mrs. J.K. Woodward, Mrs. S.F. Holcombe, and Mrs. Price, who were successful in raising half the money for the church. Colonel Thomas Talbot was one of the subscribers and attended the opening. Major John Ellison, later the first reeve of the village, was engaged to build the church in 1845. He made it of sturdy hand-hewn timber in a colonial style. It was officially opened by Reverend Benjamin Cronyn, rector of London and later Bishop of Huron, and Reverend Richard Flood, of Delaware. The church was consecrated by Right Reverend Maurice S. Baldwin, Bishop of Huron, in 1900. The first rector was Reverend Mark Burnham, who was stationed in St. Thomas and included Port Stanley in his charge. Reverend Burnham served in St. Thomas from 1829 to 1834; he was followed by Reverend J.I. McKenzie from 1834 to 1837. Reverend Burnham was called again to serve in the district from 1837 to 1848. The first organ was purchased in 1852 and installed in 1854. For a number of years, the choir was seated in the gallery, but in 1884 the chancel was enlarged to accommodate the choir and the organ was placed in the nave just below the chancel. The original organ was replaced in 1905 with a larger organ purchased from Christ Church, London. The original organ was given to the church in Port Burwell. Mrs. Samuel Price was instrumental in raising money for and procuring from Troy, New York, a four-hundred-pound bell for Christ Church in 1854. A weathervane was donated by Captain Mark Berry for the spire; it has since been replaced by a cross. The original seats, rented by family groups, were the high box seats familiar in the old colonial churches, but these were removed in 1894 and oak pews were installed. In 1880 the original rectory on the corner of Warren and Carlaw Road was replaced with a more substantial structure on the corner of Smith and William Street. Canon John Downie, who became pastor in 1905, remained as the rector until his

death in 1915. It was during his time that two lots on Colborne Street were donated by Mrs. Nolan. The original glebe land as well as the rectory on William Street, the present red brick structure, were erected at that time. Under the ministry of Reverend J.R. Bythell seven feet were added to the chancel, the Mason and Berry windows were installed, and Captain Berry's weathervane was installed on the tip of the spire. In 1930 the rectory was occupied by Mr. and Mrs. Arthur Ney and the rector, Reverend Bythell, occupied the house known as the "Hermitage" on Buckshot Hill. The hill was so named after a young man was shot at by an irritated father who felt his daughter was not ready for matrimony. It was during the time of Reverend A.E. Tavener that a divisive issue arose. An oil company purchased the land adjacent to the church for the erection of oil storage tanks. The case was taken to the Supreme Court, where the parish and Reverend Tavener won the case with an award of an additional 134 feet of land.

Before the year 1842, the Methodists held their services in the old log schoolhouse. They were under the direction of Reverends Pollard, Bredin, and Whiting, who were stationed at St. Thomas and held alternate services. As the congregation grew, a frame ediface was erected on the east side of the creek and was used until 1888, when the church was moved to Lot 8 on Colborne Street. This church was replaced in 1889. Miss Bowman of London laid the cornerstone on May 24th, 1889. The church was erected by James Ellison with the brick exterior being added later. The first resident minister was Rev. Francis Chapman, who preached here until his death. The first ministers of the little frame church were Reverend Van Dusen and Reverend Williston. In 1925 the Methodist and Presbyterian faiths united, bringing the number of this church to 106 souls, and creating the United Church in Port Stanley. Reverend J.N. Gould was the first pastor.

According to John Hampton, the first Roman Catholic church was built north of the village in 1860. He stated that the first Mass was held in 1852 in the Vigus residence, which was located on Main Street south of the present site of the Clifton House. Mass was often held at the residence of Colonel Bostwick. In 1860 the congregation purchased the Sons of Temperance hall in the north part of the village. The spiritual direction came from priests stationed in St. Thomas: Fathers Frechet, Zucher (a Russian priest who served the area for nine years), and Father Flannery. A new ediface was erected in 1912 on a high knoll on the north side of George Street. At one time it was only used during the summer months, but because of the demand it was winterized and is in use year round. The church was constructed with bricks from the old Holy Angels Church which stood on the site of the present Holy Angels Church in St. Thomas.

During the period when Port Stanley was part of Middlesex County, the Masonic Lodge was known as Middlesex Lodge No. 211. This came about when some Masons at Port Stanley asked St. John's Lodge No. 209 A of London, which was founded in 1841, to sponsor a lodge at the lake port. It was recognized as Middlesex No. 211 by the Grand Registrar of Ireland on June 24, 1851. In 1852 the County of Elgin was created and a new courthouse was erected. The cornerstone was laid by Masons from St. John's, St. George's of London, and Middlesex and Port Stanley. St. Thomas Masons did not participate because, although St. Thomas was older than any of them, it was still dormant. Thus aroused, they immediately sought a new charter from the Grand Lodge of Ireland, which was granted on March 30, 1853 as No. 232 G.R.I. For some reason Middlesex Lodge at Port Stanley became dormant in 1854 and for three or four years candidates from Port Stanley and Sparta were initiated in St. Thomas Lodge. In 1853 the Irish-warranted lodges tried to form a Grand Lodge with Judge Daniels of London, who had been master of St. John's in 1847, as Grand Master. Failing to get recognition, they gave way in 1855 for a new Grand Lodge of Canada which was formed in Ottawa. In this Grand Lodge, St. Thomas became No. 21 G.R.C., with T. De Warren as master. This charter was dated April 28, 1856. A year or so later former members of Middlesex Lodge at Port Stanley asked St. Thomas No. 21 to sponsor their new lodge. In due course the charter was granted, and St. Mark's Lodge No. 53 G.R.C. was formed. The first meeting was held in 1857, but the charter was not issued until July 29, 1858. Throughout this period much difficulty was encountered in obtaining recognition from the Grand

Lodge of England, but in 1858, after an enthusiastic meeting in Hamilton, another attempt was made under William Mercer Wilson as Grand Master and T.G. Ridout as deputy. This Grand Lodge was duly recognized in June 1859. The Grand Lodge of Canada, when organized in 1855, had 129 lodges including St. John's No. 14, St. Thomas No. 21, St. George's London No. 42 and St. Mark's, Port Stanley No. 53. On renumbering in 1860 St. Thomas became No. 44 and St. Mark's No. 94.

As Fingal had become an important centre and was growing rapidly, some Masons who had moved there from Port Stanley and elsewhere requested a lodge there. It was sponsored by St. Mark's and its minutes show that the first meeting was held on October 15, 1859. The Volume of the Sacred Law by T. De Warren to Warren Lodge No. 120 is inscribed September 15, 1859. The charter was issued on September 25, 1860. St. Mark's Lodge was organized by Deputy Grand Master Thomas B. Harris. The charter members were William D. Hall, Worshipful Master; Mr. Forknell, Senior Warden; James L. Price, Junior Warden; Matthew Chiid [*Sic*], John Hemphill, J.H. Davidson, and Edwin Irwin. The credit for this research goes to Robert W. Johnson, who died in 1965, and to Worshipful George R. Gale of Port Stanley, who is trying to preserve the history of Masonry in Port Stanley. The Masonic Temple was lost to fire three times, in 1869, 1889, and finally in 1893.

Notes

1. From an interview conducted by Jack Short of the *London Free Press*, November 12, 1932.

PORT TALBOT

(and Colonel Thomas Talbot)

Most of the previous versions of the Colonel Talbot story have been critical of the man and his methods. Colonel Talbot was hated and feared by some and tolerated by others; he had few close friends, kept his own council, and became very dictatorial for a period of time. After the thrill of creating a settlement had passed, he became bored with life and tried to escape by drinking. His life from his boyhood had been an exciting adventure of soldiering and exploration. It takes a strong-willed man to live his full span of life, particularly if he is a loner. A married man may have his wife and children to live for but a bachelor has only a few close friends. He may go deeply into religion and make his church his chief source of interest along with his love of the outdoors. If he does not become religious, he may try to escape the boredom of life in some other way. I have seen men sit and slowly die because the exciting part of their lives had passed and no one was interested in them any more. One time I interviewed an old gentleman who said that the hell of growing old is the loneliness and the fact that you have outlived your dear old friends. Therefore I ask how can one judge another man's life without standing in his shoes and looking at life as he did? Let me now briefly unfold the story of Colonel Thomas Talbot...

Thomas Hans Talbot was born in Malahide Castle, nine miles north of Dublin, Ireland, on July 19, 1771, one of twelve children born to Richard and Margaret Talbot. Richard Talbot's wife Margaret was a daughter of James O'Rielly, Esquire of Ballinbough County, Westmeath. Mrs. Richard Talbot after her husband's death became Baroness Talbot of Malahide in 1831 and held that title until her death in 1834. Thomas Talbot, it appears, was just another addition to a large family and never had the concentrated love or attention of his parents. From an early age he fought for recognition and attention, became somewhat of a loner, and learned to fend for himself. His parents sent him to the Free Public School at Manchester, and at the age of eleven made him enlist in the militia. After taking some basic training as an ensign, he was put on the reserve with half pay. He continued with his education and at the age of sixteen he became aide-de-camp to his relative, the Marquis of Buckingham, who was then the Lord Lieutenant of Ireland. He was accompanied by Arthur Wellesley, who later became the Duke of Wellington. This life did not satisfy Thomas Talbot, for he soon got bored and looked about for a more adventurous life. He enlisted in the 24th Regiment as a lieutenant under the Duke of Kent. In 1791 he became the private secretary of General John Graves Simcoe, then Lieutenant Governor of Canada, and accompanied him on a trip of exploration to Detroit in February 1793. The party was impressed by the beauty of the landscape. Talbot recalled all the stories and descriptions of the country by Charlevoix (Pierre Francois Xavier de Charlevoix, Jesuit traveller and historian who had travelled the Great Lakes and down the Mississippi River in 1720 and 1722). He knew that he would return. On the 23rd of February the party left Detroit and retraced their steps to Niagara, but on their way they stopped at the fork in the Thames River and examined the future site of London, Ontario, which they proposed would be the future site of the capital of Canada. Lieutenant Talbot stayed in the Governor's service until June of 1794 and then he left Canada to rejoin the army in 1795. He reached the rank of major while in Canada in 1793 with the 5th Regiment of Foot, which was stationed at Quebec during the whole period that he was in the service of the Governor. When he returned to England in 1795, he rejoined the 5th Regiment and in 1796 he was promoted to the rank of lieutenant-colonel and given the command of two battalions. He was the commanding officer of these battalions for six years. After the Treaty of Amiens, Colonel Talbot retired from the army and returned to Canada to establish a settlement. He was thirty-one.

Colonel Talbot, while in England, made an arrangement with the British government by which he obtained a grant of 5,000 acres. The arrangement was that for every settler the Colonel located on fifty acres, he was to receive two hundred acres to the extent of 5,000 acres. The Colonel afterwards obtained, through his influence with the government, one hundred acres for each settler upon condition of performing the settlement duties, which meant clearing a certain portion of the land, building a house, and paying fees on receiving the patent, which amounted to £6.9s.3p. So poor were many of the settlers that some had to be given as much as thirty years grace to pay the fees. And so with the arrangements already mapped out, Colonel Talbot and his party landed at the mouth of Talbot Creek on May 21, 1803. The Colonel erected a log house on the summit of the hill overlooking the mouth of the creek. For many years Talbot lived alone in the wilderness and performed his own chores. To many it seems strange that he should choose to live the life of a recluse in the wilderness, but he was an extraordinary man in love with the wilderness and with an unconquerable ambition to be the founder of a settlement. The first log house was a small roughly constructed log cabin where he lived until a new and larger home was built in 1833. The first house was followed by the erection of a log barn, cooper shop, blacksmith shop, poultry house and a dog house, all in a huddled array. In 1809, people began to settle. They suffered the hardships of pioneer life such as grinding their corn and grain with stump mills until Colonel Talbot erected a gristmill on Talbot Creek. The mill remained in service until destroyed by the American renegades in 1813. Colonel Talbot's first desire was to settle in Yarmouth Township, but the Honourable James Baby and family had already obtained over 20,000 acres from the Crown and received the patent on July 24, 1799. When Jonathan Doan settled in South Yarmouth Township, he became the land agent for the Baby family of Detroit and Sandwich. Colonel Baby was interested only in land speculation. Because of the early action of Colonel Baby in the land grab, Colonel Talbot selected the township of Dunwich for his settlement, which consisted of 5,000 acres in the southwest part of the township. This land grant comprised Lots 14 to 24 and Lots A and B on Concessions 11 and 12 of Dunwich Township, Lots 22 to 24 on the ninth concession, broken Lot 5, and Lots 21 to 24 and Lot A on the tenth concession. Lot 5 is now under water due to erosion.

One of the Colonel's closest competitors was the Canada Company formed by John Galt in 1824. In the 1830s the Canada Company possessed over 5,000 acres in Yarmouth Township. The one inducement for poor settlers to purchase land from the Canada Company was the low price. By 1837 Talbot had 650,000 acres in twenty-eight townships, 98,700 of which were cleared and settled with 50,000 settlers. Colonel Talbot had another competitor in the person of Simon Zelotes Watson, who before the days of the 1812 War was a friend of Colonel Talbot's but after a violent disagreement became a dangerous enemy. The business of settling different sections of Elgin County was at first aided by Watson, who received permission from the provincial government to survey a road in Westminster Township and to place settlers along the road. Watson, an American engineer, obtained permission to charge the incoming settlers after they were examined and passed by Colonel Talbot. The scheme worked well until Watson planned to bring some three hundred squatters from his home district in the United States to take advantage of the free land. Colonel Talbot objected. Watson learned that only settlers from Lower Canada could be brought in, so he turned traitor when the 1812 War broke out, joined General Hull's forces when they invaded Upper Canada, and was placed in command of a large number of men. Port Talbot was singled out by the American renegades because of the mills and because it was the seat of the Talbot settlement. During the war Colonel Talbot commanded the district militia (of which there were few) and had two fortifications at Port Talbot, one being located on a narrow peninsula jutting out into the lake. It was constructed of logs, and later fell prey to the waters of Lake Erie. The other fort was located on Mt. Pisgah, north of the Talbot homestead. All traces of these fortifications have disappeared with time. The American renegades sent only a small party to sack and loot the area. They invited the Talbot garrison to surrender. The garrison at the time consisted of small body of yeomen, and Captain Patterson realized that resistance was out of the question. After a brief consultation with Colonel Talbot, they hit upon the idea that the Colonel and his

men should part for places unknown so as not to grace the triumph of the Americans by their capture. As Commander Walker and his men entered Colonel Talbot's house in one door, the Colonel slipped out the other. After Colonel Talbot made good his escape, his premises were rifled and everything that was movable was taken. What could not be removed was destroyed, including the gristmill and Colonel Burwell's first home and registry office on a narrow finger of land north of the oxbow in the creek. The destruction of the gristmill was a blow to the area, for the nearest mill was at Long Point. After the war the Doan mill in South Yarmouth was built and George Henry's gristmill was built on No. 9 Creek (Tyrconnell) in 1826.

How Colonel Talbot escaped being captured by the American invaders was the favourite story of Dr. James Coyne. On a July morning in 1813, so goes the story, Sarah Burwell, wife of Colonel Mahlon Burwell, was looking out a window when she observed an unfamiliar woman's figure, wearing a sunbonnet, walking quickly towards her house. Mrs. Burwell hastened to open the door to admit the frightened lady, who leaped up the steps. To her astonishment, Mrs. Burwell recognized the grizzled features of Colonel Talbot under the sunbonnet. "Hide me, Mrs. Burwell!" exclaimed Colonel Talbot. "The Americans are trying to capture me." Mrs. Burwell hustled the Colonel to the fireplace and helped him climb up inside the chimney where there was a ledge. No sooner was he safely within when there came a series of loud knocks at the door. When Mrs. Burwell opened the door, she was confronted by a grim-faced American soldier who demanded if she had seen the Colonel. Mrs. Burwell replied, "No, indeed, no doubt he is in one of the ravines which surround our house, or one of the settlers may have taken him to St. Thomas." The American soldiers searched the valley, but not having any luck, they left. After the coast was clear, the Colonel climbed down from his grimy perch covered with soot and thanked Mrs. Burwell. The sight of the Colonel begrimed by soot made Mrs. Burwell burst out laughing and the Colonel discarded the sooty sunbonnet for other headgear. The old Colonel lived in and enjoyed his rambling mansion, the "Hermitage," for many years until his nephew, Colonel Richard Airey and family, took over and had it renovated. The Colonel loved the rustic way of life, was a hard drinker, and was given to profanity, but most of all he loved to be alone. When his nephew came, he lost his privacy. Colonel Airey hired John Ellison, a contractor in London, to renovate the Hermitage so as to accommodate his growing family. This disturbed the Colonel's frame of mind and resulted in the erection of a small log cabin to the west of the Hermitage. After a number of years and the death of his daughter, Colonel Airey returned to England and served in the Crimean war. In 1850, Colonel Talbot made over his estate of 13,000 acres to Colonel Airey, and set out for England on a business trip and with thoughts of remaining there. Colonel Talbot, however, decided not to stay in England and returned to Port Talbot only to find his old home in the hands of strangers, and his nephew and family departed. The new tenant, John Sanders, offered to vacate the Hermitage, but the Colonel refused and took up residence with Mrs. Jeffrey Hunter, who was then a widow whose husband had passed away in 1846. The Colonel's servant, George MacBeth, married Anne Sanders and purchased some property on the corner of Maitland and Princess Streets in London, Ontario, taking the aged Colonel with him. The Colonel spent the remaining days of his life there, and died on February 6, 1853. He was eighty-one. Colonel Talbot left all his money, being £50,000, to George MacBeth. MacBeth was born on the Red River Settlement in 1825 and died in London on June 3, 1870. His wife Anne was born in Shepperton, England, on August 16, 1826(?), and died in London on December 7, 1911.

In 1935, I came across the recollections of Mrs. Maria (Burwell) Johnson, who was then one hundred years old and living at Eden, Ontario. Maria (her father was Lewis Burwell) was born one mile west of Fingal and her father had a great deal to do with Colonel Talbot. Being by trade a mason, he did a considerable amount of work for the Colonel. Miss Burwell's mother was Lavine Williams before her marriage to Lewis Burwell and also sister of Thomas Williams. Maria recalled, "Colonel Talbot was good to us young ones if we were good to him. He was not very cranky, but pretended a lot which he didn't mean." Mrs. Johnson recalled that the boys bowed and the girls curtseyed before Colonel Talbot. Sometimes she failed to curtsey and he would say to his retainer, Jeffrey Hunter, "Hit that girl a good slosh, Jeffrey," but he didn't do it.

Says Colonel Talbot Never Lived Day in Old House

Editor, The Times-Journal: Sir —Now that the Port Talbot property is in the news again it might be well to clear up and correct once more the oft-repeated story that the old residence was built and occupied by Colonel Talbot. The fact is that he did not build this house and never lived a day in it. The original residence of the old Colonel was a short distance west of the present house. It was built about 1804 and remained standing until 1878 when it had reached such a state of disrepair that it had to be torn down. The late Judge MacBeth, who owned the property for many years, well remembered the last remains of the old log house.

In 1848 Talbot went to England on business leaving his nephew Colonel Airey in charge. When he returned next year he was amazed to find that Airey had built a big, frame, clapboard-covered building and had moved into it. This is the building that stands there today. Probably to please the old man Airey had also had Talbot's much smaller log house covered with clapboard, but this only displeased Talbot still more. Full of wrath he refused to live in either house, and he and his adopted son, George MacBeth, moved two or three hundred yards away, built themselves a small log shack, and moved into it. This was on the extreme south-west corner of his land and overlooking the lake.

A year later (1850) Talbot went again to England, and after his return he was broken in health and he and MacBeth moved to London. MacBeth married, and Talbot made his home with the young couple until he died two years later. During that time he refused to visit Port Talbot even for a day. All this was well known to Dr. Coyne, Prof. Landon and other historians, and is supported by the letters of various people who visited the district at the time. The log hut of 1849 is well remembered by Harry Bobier, Elgin street, who was born on the adjoining farm. It was just over the line fence, and he often heard it referred to by his father as having been Col. Talbot's living quarters for a short period about 1849.

The recent news item says that the house still contains much of the furniture that belonged to Colonel Talbot. But when the writer first visited the property in 1898 it had even then been vacant and badly run down for some time. It contained only a few rickerty tables and benches that nobody had considered worth removing. There was nothing in it of any value. When the Detroit people took over about 1925 no doubt they got together furniture that would be somewhat in keeping with the age of the house, and these would be the "genuine antiques" which now go with the place. It is a great pity that since the sale of the property by the MacBeth family nearly all the fine timber that once adorned the hill-sides has been removed, but it must be admitted that much Detroit money was spent on restoring the building and in keeping it in repair in recent years.

R. W. JOHNSON.

St. Thomas, May 24, 1954.

Johnson's family left the Talbot Settlement for Michigan. Maria followed and on September 12, 1858, became the bride of Howard Johnson at Pontiac. Her husband fought in the American Revolutionary War in which her brother, John R. Burwell, was killed. Mrs. Johnson was the eldest of the family of seven. She had a brother, Richard Burwell, who settled in Grass Lake, Michigan, along with a sister, Mrs. Jane Helm of South Haven, Michigan. While living on a fruit farm in Essex Centre in 1912, Howard Johnson passed away, ending fifty-four years of marriage. Before that the Johnsons lived in Pontiac, Waterford, and Gratiot in Michigan.

"When we moved to Gratiot we saw hard times," she recalled. "It was a new country, and we had to build our own little log house. It was the best little log house we ever had. Then war broke out and Howard had to leave me and two children for a period of time. The roads were bad and we had a team of oxen. There were lots of bears about. It was a great change for me after living on the Talbot Road on Colonel Talbot's place. This is where my father died and left mother with a large family. John and I, being the oldest, were great chums. We made sugar, braided hats, picked limestone out of the creek, husked the corn. When it was awful cold, Bill Welsh came over and helped us."

Six years before Colonel Talbot died, a celebration was held in London on October 23, 1847, to honour him. The founder of the Talbot Settlement was then seventy-seven years of age and his health was starting to deteriorate. An observer by the name by Colonel Jasper T. Gilkison, who was the first secretary of the Great Western Railway, and his daughter were present and made some notes. It was a gala affair with the houses decorated, a parade, and an open air meeting in a clearing one mile from the courthouse on which stands were erected for the ladies, the board of directors of the Great Western Railway, and other distinguished guests. This celebration was held by the officials of the town of London and the Great Western Railway.

The Great Western Railway, now part of CNR, received its charter in 1834 and its promoters were able to convince the government of the day that public interest would be served by making a loan of £200,000 to facilitate railway construction. A survey was made in 1836 between Hamilton and the Detroit River, and the route thus established was considered to be satisfactory. Then the political events of the 1830s in Upper Canada delayed implemention of the charter privileges, and as no active work was undertaken, the charter was allowed to lapse. It was not until 1845 that the project was revived at a meeting in Hamilton. It was decided that with some modifications, construction on the original projected route would commence. The modifications were to the westerly part of the line because of pressure from the Detroit interests that they would not participate in the project unless the westerly terminus was in Windsor. Interest was sufficiently aroused and funds assured that a sod turning ceremony was held two years later at London, the centre of the project. That day was October 23, 1847, and it was declared a holiday. Five thousand settlers from all around attended. The introduction was made by the Honourable George Goodhue and at the end of the speeches, Colonel Talbot came forward and turned the first sod amidst thunderous cheers. The celebrations were closed when the Honourable George Goodhue called upon everyone to give three cheers for the Queen and for Colonel Talbot. It is recorded that at the height of the proceedings, the directors' stand collapsed, but no one was injured.

One hundred and twenty guests were invited to attend the dinner at the Western Hotel that evening. It is said that the tables were illuminated by candles and sperm oil lamps and the head table was graced by the presence of the Honourable George Goodhue, who was master of ceremonies, with Colonel Talbot sitting at his right. Sitting next to Colonel Talbot was Colonel Horne of the 20th Regiment. At the head table there were also H.C.R. Beecher, Colonel Airey, E.W. Harris, Sir Allan McNabb, Major Fraser, L. Lawrason, John Harris, George S. Tiffany, Colonel Aiken, and E. Matthews, who was the vice-chairman. A toast to the railway line was responded to by Sir Allan McNabb. He said that twenty years before, in 1827, he and a party forced their way through Hamilton and the intervening country to London to hold court. It was with great difficulty that they procured a shed in which to make their headquarters. One was finally found on the property of Mr. Goodhue. Mr. Goodhue responded that he came to the settlement twenty-one years ago, 1826, and had never regretted it.

When Colonel Talbot was called upon to make a speech, he said "I thank you gentlemen most heartily for the honour you have done me this day. I have witnessed a scene that I hoped to behold in this settlement. It is an event never to be forgotten. I believe that I am the oldest inhabitant. I slept on this spot fifty-five years ago when my best friend was a porcupine. We were often exceedingly hungry in those days, but never so hungry as the night we ate the porcupine. [This part of his speech was greeted by laughter and cheers.] What a change has occurred since then. Now I see different beings around me—no porcupines, no bristles, but in their place a company of half-civilized gentlemen. [This remark was greeted by laughter and cheers.] I wish you gentlemen all prosperity, and when I am laid under the sod, may you still go on progressing."

The Talbot Estate was secured by a Detroit syndicate headed by C.A. Pfeffer on August 27, 1925, from the MacBeth family. The syndicate planned to build a luxury resort with a private dock, hotel, bridle paths, ski and toboggan slides, and a golf course. But the Depression cancelled all this and the untimely death of Pfeffer put a final cap on it all. The property was sold to Milton Berry of Allen Park, Michigan, a native of Port Stanley. In 1954, Frederick Innes Ker, C.B.E., purchased the Berry holdings at Port Talbot. When his son left the navy, he assisted his father in the farm operation and became co-owner. The Talbot Estate is now known as the Malahide Estate.

Port Talbot at one time supported a fishing industry. In the summer of 1881 a visitor reported that the place had a good dock and a new sawmill operated by a Mr. McKay. McKay was shipping out cordwood to Detroit and Cleveland. This probably was the reason for the strip-

ping of so many fine trees out of Talbot Valley. Milton Berry had the area replanted with evergreens. In the afteryears the little beach became a popular resort which I visited frequently until it was closed to the public. The creek is still a popular fishing spot for sportsmen who use canoes. In 1881, the brick residence of Colonel Mahlon Burwell was still standing and was a tourist attraction. The building was constructed of brick and had long verandas running east and west. The old brick post office and registry office were so small that they had hardly enough room for a farmer's smokehouse. For years after the fishery died, the beach gravel was sought for road building around Fingal. In one year some four thousand yards were taken out of there.

VIEW OF PORT TALBOT LOOKING TOWARDS THE LAKE.

RICHMOND

(Bayham Post Office)

Early History and Families

Richmond is located on Elgin County Road No.38 (the old Talbot Road) west of Straffordville. It was named after the Duke of Richmond, a close friend of Colonel Talbot. It had no name before the founding of the post office in 1830.

The first settlers were Joseph DeField and James Gibbon, who settled on Lots 112 and 113 in 1811. They each built a log cabin near where the Big Otter and Little Otter Creeks meet. Joseph DeField became the first magistrate in 1818 and remained a magistrate until 1832. James Gibbon, who died in 1861 at the age of eighty-one, had a very interesting life in many ways. One incident is recorded of him hearing of the battle of Queenston Heights in the War of 1812 and riding all night on horseback to take part in the battle, only to arrive one day too late. He then helped bury the dead. Meanwhile American invaders raided the district, burning and destroying crops and mills. One group got as far as Richmond. When an American general with 1,500 soldiers came up the Thames River to the Grand River, he hesitated there because of his fear of engaging the Brantford Indians. He changed his mind and swung his troops southward and returned to Detroit by the Talbot Road, crossing the Otter Creek at Richmond. It was here that Israel Teal met a small American scouting party, who stumbled into his clearing on the upper Otter Creek in 1814. Teal captured three of the party. There was very little happening in this area because of the war scare, and it was not until the end of the war that people started to settle. During this time Noah and Caleb Cook decided to leave Cook's Mill and take up land in Bayham; Noah Cook came first while Caleb came in 1816. The Cook brothers, before settling in Bayham, located on the Chippawa Creek where Noah Cook had a gristmill and tannery. Noah had originally purchased the mill from a Mr. Yokum. It was not until the dry season that he realized it was a bad investment because of the lack of water to power the mill. He looked elsewhere for a better location. When Noah came to this area, he was excited over the wealth of water that flowed all year down the Otter Creeks. During the War of 1812, the Chippawa Creek area was plagued by American invaders and the Cooks lost their mills, homes, cattle, and crops. In 1817 Ion Sydes located a half mile east of Richmond and started up the first blacksmith shop in Bayham. The same year William Fisher erected the first store and ashery along with Josiah Spohr, who opened up business as a tanner. Seeing the little settlement starting to form, John Milligan erected the first hotel, but it was lost by fire during the same year. This discouraged him and he left Richmond for good. So well did Richmond progress that the post office was opened in 1830 and by 1833 the hamlet consisted of three general stores, two hotels, a sawmill, gristmill, tannery, ashery, blacksmith, and other mercantile outlets. In its heyday, Richmond far outshone the earlier villages such as Vienna, Port Burwell, and Aylmer. Even St. Thomas for a decade was overshadowed by this promising and enterprising settlement, but like so many other boom villages, it blossomed early and faded into a small hamlet. Richmond suffered many setbacks in the form of fires that took a heavy toll of its frame structures. Other setbacks were the exhaustion of natural resources and the coming of the railroads; the latter diverted trade away from Richmond.

During the Rebellion, Richmond was the scene of many stirring events. MacKenzie sympathizers held many meetings in the old town hall. Following one of these stormy sessions, Squire Doyle McKinney, then acting magistrate of Bayham, enrolled special police to ensure peace

within the community. All went well until one day one of the meetings got out of hand. A fight started in the meeting hall and soon spread to those who were outside. Seeing this, the Squire thrust his head out of the window and proceeded to read the Riot Act, but got no further than the beginning when someone tore the Act from his hands and others pulled him out of the window. The Squire, after a struggle, managed to break free and fled from the scene.

The application to organize a Regular Baptist church in Richmond was dated April 13, 1855. The Regular Baptist Church subsequently became the Malahide and Bayham Church. The first church was of frame construction and was built in 1861. It was located on the north side of Talbot Street, close to the cemetery. The church was closed in 1967 because of Richmond's declining population. The founding of the Methodist church in the village was brought about in 1836 when William Hatch was warden in the Stewart Travelling Mission, which was under Reverend Thomas Green in Norfolk, Oxford, and Elgin counties. In 1840, the schoolhouse in Richmond, which was attached to the Malahide circuit, was used for services. In March of 1850, Mr. and Mrs. Caleb Cook donated land for a Wesleyan Methodist church. The frame church was replaced by a new cement block ediface in 1905 with the cornerstones being laid by Mr. and Mrs. J. Hopkins and Mr. and Mrs. T. Butler. The last sermon in the old church was preached by Reverend A.E. Lloyd of St. Andrew's Church in St. Thomas. He preached the last sermon on a Sunday in December, and the church went up in flames that night. Richmond was without a church all that winter while the people worked on the present ediface. The land for the west cemetery was donated by Jeremiah Moore. An Anglican church was to be built across the road from the cemetery on land donated by Mr. and Mrs. Caleb Cook. The land stood fenced off for years, without a church. It was finally incorporated into the farm of Ira Milmine. The old school stood on cemetery land in the vicinity of the monument erected in the memory of Dr. Riddell. The frame school was replaced by an brick schoolhouse that was used until it was destroyed by fire in 1939. A new school was erected in 1942.

People are the living fabric of any settlement and to tell the story of Richmond we have to recognize the importance of such names as the Gibbons, Procuniers, Veitches, Franklins, Godwins, Hatches, Cooks, Laings, and many others. The Procunier story starts when Adam Procunier of Port Rowan married Desire Neal, daughter of Major George Neal, a soldier who became a saddle-bag preacher. By this union a son was born, George Neal Procunier. He later moved to Bayham Township and married Elizabeth Gibbon, daughter of James Gibbon. George took over the old farm and looked after James Gibbon. This farm later became the farm of Frank Procunier. It is recorded that Procunier was a very large man with great physical strength and was quite a wrestler. Robert Procunier, son of George Procunier, was a farmer north of the Talbot Road near the Otter Creek. He also became a mill owner and along with his brother James operated a gristmill. Robert later became a justice of the peace and led a very busy life until his death on April 15, 1923, at the age of seventy-three. William, son of Robert Procunier, became a medical doctor and served overseas in the R.C.A.M.C. in the First World War. He died in 1931. Robert Procunier left his farm to his son, George Arnold, who besides being a farmer of note, was also the superintendent of the Richmond Sunday school for forty years. George Arnold Procunier's youngest son, Neal, took over the farm and Neal's daughter, Kathleen Joy, is part of the fifth generation of Procuniers in Bayham Township. On April 8, 1923, Robert H. Procunier, the son of George Neal Procunier, passed away. He was born near Richmond in 1830 and worked with his father both in farming and milling. In 1870 he married Ann Knott, daughter of a miller. Before his death, Procunier sold his home to James Acre, who decided to move it from the original site. He waited until the ground was frozen hard. He also decided to take a short cut across the frozen millpond, and it was here he broke the house in half. For years after it was known as the "broken house." This occurred in January 1896. W.E. Procunier, one of Robert's sons, became a doctor in Lamsline, Newfoundland. The other son, George, remained in Richmond.

Desire Procunier took after her father, for she was very large in size. Her father, Reverend Major George Neal, a tall man weighing three hundred pounds, had to use two chairs to sit upon. Reverend Neal was described as a saintly-looking man with silvery hair and an excellent mind who spoke with eloquence. Before he answered the "Divine Call," he served in the War of Independence on the side of the British Crown as a captain and later as a major. He took part in the siege of Charleston, narrowly escaping with his life with the timely assistance of Lord Roden. There is a story about his brother being killed by rebels in a cornfield where both were hiding. A faithful slave helped him to escape on board a ship heading north. During his flight he saw many British soldiers hanged. It was during this time that he promised God he would serve Him. After the war he located in Georgia and took up teaching. His call came in a dream in which he saw a glittering sword with the name "Wesley" emblazoned on it. He first preached in the Pee Dee River District until he fell ill. Because of his loyalty to the British Crown, he decided to emigrate to Canada. He set out for Nova Scotia, but missed the boat and decided to cross overland to the Niagara frontier. Having crossed the river, he settled on an officer's allottment at Queenston on October 7, 1776. He began preaching in Upper Canada and was several times attacked. In one case, he was stoned until blood ran down his face, but he was determined to carry on preaching. He caused so much unrest that the British officers at Queenston had him arrested and brought up for trial with the result that he was not granted a permit to preach as the authorities felt that only the Anglican clergy had that privilege. He was ordered to leave the country by the prosecutor, but the prosecutor's death prevented this from being carried out and Major Neal went on preaching. Neal was the first Methodist minister in the Niagara District and in Ontario. He was assisted by Conrad Cope. Christian Werner was one of his converts and became a powerful member of the Methodist faith in the Niagara District. Later Major Neal helped Nathan Bangs, a convert of Reverend Joseph Sawyer, and gathered together all those who were converted and formed a society at Stamford in 1790. Christian Werner was appointed leader. Christian Werner was the great-grandfather of Reverend R.J. Warner, who at one time was the principal of Alma College in St. Thomas. Major Neal married Mrs. Mary Cronk in 1790 and had two sons and six daughters. The daughters were Unity, born May 13, 1797, and died March 30, 1801; Esther, died September 21, 1803; Charity, died March 22, 1801, aged two years; Desire, married Adam Procunier; Mary, married Elijah Hazen, and Esther, married Colonel John B. Hutchinson. Major Neal later moved to the Long Point District at Cope's Landing near Port Rowan and St. Williams, and settled down on two hundred acres, part of which is now St. Williams. Ten miles from his home was the first Methodist church in Norfolk County; it became known as the Woodhouse Methodist Church. It opened its doors for worship about the year 1800. The home of Dr. Egerton Ryerson and his brother was near the church and it is believed that they were converted by the preachings of Major Neal. The Major was ordained a deacon of the Methodist Episcopal church by Bishop Asbury at Lyons, New York, on July 23, 1810. Reverend George Neal lived to the age of ninety and died on the 28th of February, 1840. His wife Mary died on July 10, 1841, at eighty-one. A few years ago the Neal Memorial Church was erected in Port Rowan and the remains of Reverend Neal and his wife were buried in the basement. The original headstones were placed in the walls of the basement.

In 1904, David W. Hatch died in St. Thomas, Ontario. He was born on his father's farm near Barnum's Creek, Turkey Point, on February 22, 1809. He was the eldest son of William Hatch and was only seven years of age when he came to Bayham Township with his parents. According to Louise Hatch, he recalled soldiers being billeted there during the War of 1812. The tot David was "pushing a trout" (a small tree branch with a long finger) along the ground, and the redcoats lined up on either side of the Talbot Road so as to let him through. Soon after William Hatch located on his land he sent his son David to Colonel Talbot at Port Talbot, a distance of about thirty miles, to secure a certificate for their land. The colonel received him in a gruff manner, handed young David a receipt, and told him to go to York (Toronto) and exchange it for a deed. Then, without a word, he pointed to the door, signifying the conference was at an end. The Colonel had no use for idle talk. For the first year William Hatch and his family existed on boiled

corn because the nearest gristmill was at Vittoria, thirty-five miles away. You can see why the settlers were happy when Noah Cook erected a gristmill. William Hatch, David's father, came with his young family from the Turkey Point district in 1814 and settled at the foot of Roloson's hill and for a time stayed at the old Loder's Inn that once stood at the foot of the hill. The Hatch land stretched from the Talbot Road to Maple Grove. Farms that at one time were listed as being north of the Talbot Road later were listed as being on the south side of the road. This is because the road has been changed many times. I must also state that William Hatch was the first township clerk of Bayham Township.

Businesses

Richmond's business section in 1865 consisted of:

Baker and Walker	Blacksmith shop
Beattie, J.	Sawmill
Cook, Sylvester	Cook's hotel and mail courier
Laing, George	Justice of the peace and general merchant
Laing, Walter	General merchant
Mann, P.M.	Medical doctor
Moloskey, Daniel	Blacksmith shop
Morse, W.D.	Cabinet maker, coffin manufacturer
Orton, H.	Sawmill and turner
Pauling, H.	Tailor
Philliman, William	Sawmill
Simmonds, Richard	Grist, saw, wool mill owner
Spitten, D.	Wagonmaker
Springall, T.	Tailor and postmaster
Springer, A.	Sawmill, carder and fuller
Stevens, Thomas	Sawmill and turner
Veitch, R.W.	Carder and fuller
Wallace, J.	Wagonmaker
Wood, James H.	Cabinetmaker

In 1854, two ambitious young men took over Henry and Eward Wood's general store, located on the southwest corner of Mill and Talbot Streets. They were George and Walter Laing. George Laing was born in Johnsburg, New Jersey, in 1833. Early in life he lost his parents. Both boys were adopted by the Godwin family of St. Thomas. When the Godwins moved to the Richmond area, young George obtained a job as postmaster. This was when the post office was located in the old M. Moore store across the hill. When he purchased the store, he moved the post office into it. Down through the years, he became the local magistrate, justice of the peace, postmaster, and general merchant. He was an active Mason and member of county council. He married Penelope Cook and had three children: Josephine and James C. of Detroit, and C. Lorne of Richmond. Josephine became Mrs. Joseph Baxter of Detroit. C. Lorne Laing later took over his father's store and became the postmaster in 1902. The last of the Laings to operate the store was Charles Gordon Laing, son of Lorne and Myrtle Laing. Charles married Dorothy Peters and had one son, Dwight, and one daughter, Mrs. Alexander Pow, both of St. Thomas. The *Aylmer Express* of February 24, 1920, reports that this kindly old storekeeper passed away at the age of eighty-seven. His wife predeceased him by six years. Charles Gordon Laing took that last journey to meet his loved ones on January 16, 1981. He was a merchant in Richmond for thirty-two years before moving to St. Thomas in 1975, where he died. T. Springall was the village tailor and postmaster in the few years before George Laing became the postmaster. Springall had his post office in the tailor shop. He was a saintly man and a true follower of the teachings of Jesus Christ. A story is told about his consideration for others. He felt sorry for the preacher, who had to travel all the way from Aylmer on horseback to conduct the services at the old Richmond church, and so he provided a kneeling cushion for him. On cold days he would procure live coals from Mrs. Storey to warm the church.

The business section in 1872 was:

Coghill, Robert	Boots and shoes
Cook, Sylvester	Cook's Hotel and sawmill
Dobbie, William	Lumber dealer
Hamilton, James	Shoes
Hazen, Freeman	Blacksmith
Laing and Moore	Postmaster and general store
Mann, P.M.	Physician
Morse, William D.	Cabinet and coffin maker; undertaker
Miller, Allen	Blacksmith
Ribbel, David	Hotel
Simmonds, Richard	Grist and sawmills
Spauling, James A.	Teacher
Spitler, David	Wagonmaker
Wallace, John	Wagonmaker
Woods, James H.	Merchant

According to John Morse, who lived in Richmond most of his life, this little hamlet at one time had five hotels. The main attraction for the teamsters who passed through here on their way to the mills was the fact that whiskey was sold at 5¢ a glass. The largest hotel ever built in Richmond was the Richmond Hotel. It was a large, rambling frame hotel that contained twelve to fifteen rooms. The hotel was built in the late 1850s and had several proprietors down through the years, but the proprietor who operated the hotel the longest was William Henry Smuck. After the hotel business declined, Smuck was a mail courier for many years. During the latter days of his life he was a hotel inspector until his health declined. Death came in his eighty-fourth year on the 15th of November, 1943. The old hotel was dismantled in 1959 after it was sold by Mrs. Smuck. One hotel stood on the north corner of Mill and Talbot Streets and was moved to the west when Harry Godwin built his brick home on the site. The old hotel is still used as a dwelling. Some of the early hotel operators were Sylvester Cook, Mrs. Delorma Smith in 1890; and David Ribbel during the 1870s.

The hotels of Richmond were a favourite stopping place for the thirsty teamsters who hauled the lumber up and down hills around Richmond. The hills were so steep that the wagons had to be hauled up by inching and wedging, and on the descent, the wagons had to be chocked and braked all the way down. The hills have been the backdrop of many an accident. One that comes to mind is the time when a funeral procession got out of control on the Richmond hill in 1904. Mr. and Mrs. John E. Hatch and Mrs. Campbell were thrown out of their cab when their horses became spooked. Mrs. Campbell suffered a broken leg while Mr. and Mrs. Hatch escaped with a few scratches. Dr. Riddell of Richmond was in the procession and promptly conveyed Mrs. Campbell to a nearby house. In the early days of the automobile, owners would brag how their cars climbed the hills in second gear; some had to climb the hills in reverse because the hills were too much for the low gear. Times have changed! The old Richmond hill was done away with when a new hill and roadbed were laid in the spring of 1859 and a new bridge was installed. In 1980 the treacherous, winding road on Roloson hill was replaced by a new road, thus cutting out another dangerous section of the old route to Straffordville.

Richmond's businesses in 1905 were:

Knott, Robert	Miller
Laing, C.L.	Postmaster
Laing, George	Conveyancer and general store. *Assisted by his sons*
Mitchell, George	Blacksmith north of Laing's home.
Morse, W.A.	Jeweller

Morse, Hiram K.	Painter
Riddell, A.B.	Doctor
Roloson, A.	Mason
Scidmore, James	Carpenter
Smuck, Claude	Grocer

RODNEY

(New Rodney, Old Rodney, Centreville, Stewart's Mills)

Early History

At one time in the past this little settlement in Aldborough Township was known as Stewart's Mills. It was named after Alexander Stewart, who was instrumental in bringing the lumbermen from Rondeau to cut timber in the area. He erected the first sawmill. The collection of shacks around the sawmill was known as Stewart's Mills for a considerable time until the postal inspector, while visiting Airey (New Glasgow) by stagecoach, noticed the large amount of mail that was dropped off for Stewart's Mills. The postal inspector inquired about the place and about the possibilities of establishing a post office there. One of the boarders at Barnes' Hotel, Lachlan MacDougall, suggested the post office be named after Admiral Rodney. No one commented on this suggestion, but apparently the seed was planted in someone's mind. (MacDougall, a native of Argyleshire, died in New Glasgow on April 12, 1872.) For years the early settlement was known as Centreville. This was brought about by William Hoskins, who came from England in 1844 and first settled in New Sarum. He was a close friend of George Heathcote, one of the first settlers of New Sarum. Hoskins erected a hotel in the wilderness of Aldborough Township in 1854 and named it the Forest Inn Hotel. It was at the Forest Inn Hotel that some of the earliest township council meetings were held. The hotel was a two-storey log dwelling that became the favourite stopping place for the lumbermen. Gradually houses were built around the hotel, and because of its central location in the township, the place was named Centreville and was known as such until 1865. The name was changed on or shortly after January 10, 1865. On this occasion, the postal inspector came to Centreville and visited the Forest Inn Hotel. Here again the suggestion of naming the new post office after Admiral Rodney, one of the British heroes of the Seven Year's War, was made. The first postmaster of Rodney was Albert Humphrey. Before that appointment he worked as a mill hand for Nathaniel S. Lusty. Humphrey came to Stewart's Mills in 1864 and was at first a lumber dealer for Lusty and a mill hand. He lived in Rodney all his life and died on February 15, 1902 in his seventy-fourth year. His wife, Harretta Deming, passed away two years later. Joseph Barnes once related a story of how he discovered the name change. It seems one day he was in Newbury and was rummaging through the mail for mail for Stewart's Mills when he came across a box labelled "A. Humphrey, Rodney, Ontario." He asked the station master the whereabouts of such a place and received a negative answer. After considerable thought, Barnes recalled a Mr. Humphrey at Stewart's Mills, so he loaded the parcel on his wagon and dropped it off at Stewart's Mills. On that day Rodney came into being. Humphrey was paid $30.00 a year as postmaster.

When the Canada Southern Railway laid its tracks north of Old Rodney in 1872, a cluster of homes and shops sprang up near the tracks and so New Rodney was born. New Rodney was first used by the Canada Southern Railway as a fuelling stop for the old woodburners. Later hardwood flooring was manufactured there. The population of Rodney that year was one hundred, with the principal industry being the McArthur and McLaren sawmill, which employed from twelve to fifteen hands. This was the old Stewart and Stoddart mill. With it was a shingle factory. McArthur and McLaren cut an average of one million feet of lumber annually and turned out ten thousand shingles daily. There were two hotels, the Rodney Hotel, of which Joseph Barnes was the proprietor, and the Forest Inn Hotel, of which William Hoskins was proprietor. Later on Neil Gray erected the Edinburgh Hotel. Daniel McCallum had a butcher shop and lived in a small

Rodney's main street in 1873. The white frame house on the left is that of A. Humphrey, postmaster. Then came the tinsmith shop, while the building north of it and in the process of construction was Joseph Barnes' hotel. The buildings on the right are the Livingston Hotel, Hoffman's store and the Argyle House. (From the St. Thomas Times-Journal, 1927.)

house that became the kitchen of Dr. Patterson's residence. Richard Lusty owned a farm on the northeast corner of Queen and Furnival, and John Hoskins built a shop on that same corner. McLachlin Paterson owned the western section of Rodney when it was divided into village lots, and is said to have owned the first cow in the community. Of Old Rodney, nothing remains except the name and the memoirs of some of the early settlers. What was Old Rodney is now part of the residential area. Highway No.77, which runs north through Rodney, was at one time called the Furnival Road, and it ran through the site of Old Rodney. (Archibald McKillop called it the "Infernal Road.") Furnival Road was a rutted clay road that wandered circuitously to avoid the Swamp of the Old Woman, or as it called in the Gaelic tongue, "Swamp Na Caille-auch." It is said that an old woman going through the swamp heard a pack of hungry wolves giving tongue, climbed the roots of an old overblown giant of the forest, and screamed for help. Her cries were heard by the Pattersons and McArthurs living in the neighborhood, who went to her rescue with flaming torches. Bears were not uncommon, and E.J. Schmid in 1927 recalled for the St. Thomas *Times-Journal* that he had once seen a bear climb the trunk of an old tree behind Humphrey's property. "But," added Mr. Schmid in his slow way, "it was a tame bear with a collar around its neck and chain attached." However, his wife, who was the daughter of Albert Humphrey, once encountered an old bear with three cubs while on her way to S.S. No.8. There were several incidents of children being frightened by bears on their way to school as they took the trails through the woods. (I must mention that Mrs. Albert Humphrey operated a boarding house and catered to the mill hands of the Stewart and Stoddard sawmill, which later became the property of N.S. Lusty. This boarding house was later purchased by Joseph Barnes, converted into a hotel and named the Dominion House. When New Rodney came into existence, it was moved there and occupied by Messrs. Kerr and Scott. Elijah Stoddard, the partner of Alexander Stewart, mill owner, later became a coffin salesman.) After 1872 the mail arrived by train rather than by stagecoach, and Humphrey left the old village to be near the railroad, building the frame house on the west side of Furnival Road. Merchants followed the example of the postmaster. Manufacturers and residents followed suit; Old Rodney decayed as its life's blood went to form the new village.

One of the early settlers and businessmen of Rodney was John McTaggart, who built a small log hotel. The site was later taken over by the stables at the rear of the Royal Hotel. The Royal Hotel was located on the southern corner of Queen Street and Furnival Road. John McTaggart died early in life and the hotel business was carried on by his widow Janet. The name of the hotel was the Greenock House. Another hotel was the Erie House. It was operated by John Livingston, who settled in Aldborough Township in 1834. The Erie House was destroyed by fire in

1893 and a new hotel, the New Erie House, was erected on the site. (This information was given to me by James C. Lyttle, of Scarborough, Ontario, who once resided on Stinson Street in Rodney.) One of the principal settlers of Rodney was Lachlin Paterson, a native of Argyleshire, Scotland, and son of Donald Paterson. He took up land west of Furnival Road (illustrated on the Tremaine Map of 1864). Later his land was divided into village lots. It is claimed that he had the first cow in the community. The residence on the corner of Queen and Furnival was first owned by Duncan McCallum, whose sons settled in and around Rodney and whose farm afterwards became the property of William Stinson. Stinson was one early settler who interested me. I spoke with his son Joseph B., who was then a barber in Rodney. The story he told me fascinated me so much that I wrote it down. He told me how his father crossed the Atlantic in a sailing vessel and landed in Canada in 1819. He was first attracted by the settlement of York (Toronto), and being a shoemaker by trade, he decided to settle there. It was here that he married Eliza Barnes. Later he heard of the cheap land that could be purchased in Aldborough Township, and so in 1859 he purchased one hundred acres on Concession 7, Lot 18 in the township. The following year he also purchased the old Daniel McCallum farm on Concession 7, Lot 7, which consisted of fifty acres and had a log cabin; here he settled down. What with his trade as a shoemaker and his interest in farming, he was a very busy man. His farm holdings north of West Lorne he shared with Abraham McLean. His closest neighbour was Richard Lusty, who had Lot 8 on the north side of the road. William Stinson had two children, Ogle and Joseph Stinson.

Rodney's first sermon was preached in William Stinson's orchard by John Lowry. Another first was Charles Brown, who was the first station agent; his office was in a box car, which also served as a waiting room. Rodney's first newspaper was called the Rodney *Chronicle;* it came into being in 1884 under the editorship of Bert Aldrich. The first town hall was built on January 10, 1873 by Daniel McLaren. The hall was the result of a meeting held on December 23, 1872 with Reeve O'Malley presiding. This town hall was destroyed by fire in July 1915.

Barnes' Hotel next to the railroad on the west side of Furnival Road. It was dismantled in 1900 or soon after.

Businesses

Rodney's businesses in 1870 were:

Barnes, Joseph	Rodney Hotel. *With the new post office, Rodney became a busy centre and a new hotel was needed. Stoddard and Stewart bought an extra quarter of an acre from William Hoskins and erected a fine new hotel in 1867 and named it the Rodney House. It was operated by O.B. Sheldon. John Hoskins took over the hotel in 1869, followed by Joseph H. Barnes in 1871.*
Frederick, Henry	Teamster
Hoskins, William	Forest Inn Hotel
Humphrey, Albert	Postmaster
Lusty, N.S.	Labourer
McArthur, John	Shingle factory
McLaren, Daniel	Sawmill
Mapes, William	Blacksmith
Newcombe, Henry	Blacksmith
Purcell, Hector	Teamster

The population of this village in 1907 topped one thousand and there were fifty-six places of business. I have only listed a few here.

Barnes, M.	Grain dealer
Davies, Thomas	Grocery
Eustes, W.	Hotel binder
Flater, William	Sawmill
Graham and Mitchell	Planing mill
Lusty, N.S., and his son, W.N.	Sawmill
Mistele Brothers	General merchant
McCarter, John	Livery
McGugan, J.S.	Postmaster
Morris, William	General store
Newcombe, H.	Blacksmith
Patterson, Dr. H.M.	Medical doctor
Pinfold, Mrs. Thomas	Patterson House
Richie, D.A.	Cheese factory
Rodney Casket Company	
Schirhoe, A.C.	Wagonmaker
Telfer, C.A.	Photographer
Whiting, S.B. Morris and Co.	Grain dealers
Whitton, G.R.	Grocery

A survey made of the business section of Rodney in 1927 revealed that the old established business of E.J. Schmid, jeweller, topped the list. Schmid, a native of Germany, came to Aldborough in 1874 and opened his watchmaker's shop in Rodney in November 1875. He was joined by his nephew, Joseph E. Schmid, and he was followed by several brothers, all watchmakers. The Schmid store was located next to the Queen's Hotel. Schmid was the father of Joseph Schmid, barber. J.B. Stinson, shoemaker, was in business at the same time as Schmid. John Jacob Mistele opened his general store in 1876. Later he took on as partners his brothers Wilfred, Charles and David. Mistele took an active interest in community affairs and was respected by all. J.J. Mistele was born in 1855. According to his son, Oliver, whom I knew quite well, J.J. married twice. One of his wives was E. McDonald, who gave birth to Oliver when she was thirty-three. Oliver's brothers and sisters were Wilfred, Charles, and Esther. Oliver had an intense desire to ride on the steam railroad and even if he was serving a customer, he would leave the store if he heard the whistle of a locomotive and hurry to the station. He would often climb aboard and ride

An undated photo showing the newspaper office, Fong Tong's laundry, Henry Mack's produce station, and D.A. Scott's show room and office. Note the frame construction of the buildings.

to the next station. He craved the excitement of travelling because life in a small village was very dull for the young people. At the first opportunity, they left home to seek their livelihood in such places as Windsor or Detroit or even to take part in some war. Oliver was devoted to his parents and would not leave home but the yearning was still there. He remained a bachelor. His father died in 1932 and his mother passed away in 1953; she was ninety-two. Oliver died in 1965.

Jacob Mistele, father of J.J. Mistele, was born in Wurtenburg, Germany, in 1824. He married W. Caroline Kloepfer and when he was twenty-nine, they came to Canada. Mistele first settled for a short time in Chippawa, then in 1853 settled on Lot 12, Concession 11, of Aldborough Township. They lived there until 1905, after which they moved to Rodney. The farm was later purchased by Jacob Miller. When the Evangelical church was formed on Back Street in 1861, the Misteles took part in its assembly. Both Jacob and his wife had been Lutherans since the age of fourteen. (It should be noted here that Reverend L. Wildfang used to walk from Wardsville to the church on Back Street to take over the services.) Jacob Mistele had six children: John Jacob, who became reeve and a business man; Louis, who became a partner of the Mistele firm; and David, who became a hardware merchant in Rodney. The fourth son was Godfrey, who became a coal merchant in Detroit. He was born in 1887 and married Mary E. Fowler. He died on April 7, 1945. Jacob also had two daughters. One became Mrs. Levi Miller and the other, Anna Catherine Mistele, remained unwed. Caroline Mistele died on May 23, 1896. When Jacob passed away, he left twenty grandchildren and one great-grandchild, Henry Mistele. David Mistele died the last day of December 1924. His death was erroneously entered in the local newspaper as being on January 1, 1924. The notice also indicated that Jacob had four sons, but according to David's obituary, Jacob had five sons: John Jacob and Louis of Kitchener, Henry, and Godfrey. At the time the latter two were deceased. Mrs. Levi Miller lived in Rodney and Anna Catherine lived in Detroit. David Mistele was a carpenter by trade and moved to Rodney in 1886. For a time he worked in the Mistele store until he purchased the hardware business of Walter Bristow, which was located on the corner of Furnival and Moriah. He later added a garage to the business and repaired automobiles. The store was demolished in 1970. David Mistele married twice with his first marriage being to Mary Miller. That union brought forth two sons, Henry

and William. His second marriage was to Magdalene Shoemaker, and this union brought forth two sons and three daughters: George, Russel, Ada, Mildred, and Kathryn. George Mistele died in 1959. David Mistele died in his sixty-sixth year.

Gottfried Mistele, brother of Jacob Mistele, was born in Germany on the 4th of August, 1819, and came to America in 1841. He married Wilhelmina Wise and then sought land for farming in Aldborough Township in 1845. He needed nails and had to walk to Clearville to obtain them. Nails in those days were handmade and were worth their weight in gold. Shortly after settling down, he lost his wife and two children to dysentery. Three children survived and they were Mrs. P. Lindenman of Eagle; Mrs. Henry Sauer of Willoughly Township in Welland County, and Jacob of Aldborough Township. He married a second time to Mary Lutz of Fingal, and by this marriage had one son, Charles. Mistele's farm was at Churchville, where he died on December 29, 1904. His remains are at the Evangelical Cemetery at Churchville, on the Kerr Road. On September 5, 1929, Charles Mistele sold his interest in the Rodney Flour Mill to William Tolmie because of his waning health. Tolmie then sold out to James McLandress, who already had a large chain of mills and elevators. When Charles Mistele operated the mill he was, for a time, the village clerk. He was the son of Gottfried Mistele and lived on the farm until 1905, and then moved into Rodney, where he purchased an interest in the Rodney Flour Mills with William Tolmie. Charles Mistele, after a lengthy illness, passed away on February 20, 1939. He left behind one son, Henry G., of Waterloo. His daughter became Mrs. Clara Carnegie of Aylmer. J.G. Mistele was his brother. The next owner of the mill was Roy Ward. Meanwhile the Orford Farmer's Co-Op decided to establish a branch at Rodney in 1954. It was such a successful operation that it expanded. In 1971 the staff of the Co-Op demolished the old mill and put up a new and modern facility.

Rodney's business section in the year 1927 was:

Bangburn, T.H.	Cement contractor
Clark, G.W.	Restaurant
Fairles, T.A.	Grocery and butcher shop. *"Bert" Fairles opened his grocery in 1921 and purchased the butcher business from G.A. Ward. Behind the old store was an ice house where he kept his meats in the early days. In 1962 he expanded and enlarged his store. He was unsatisfied with the quality of the meat he was receiving and so went into the slaughtering business.*
Gendron Brothers	Tailors
Gladstone, Charles	Barber. *He opened his shop in 1908.*
Hockin, Dr. J.H.	Dentist
Kerr, R.A.	Dealer of Studebaker and Star automobiles.
King, R.H.	Bakery
Lashbrook, Ernest	Rodney *Mercury. Before Ernest Lashbrook took over the Rodney Mercury, the editor was Thomas W. Sims. He operated the Elgin Sun and Rodney Mercury and in 1924 he moved to Kitchener, where he purchased one of the largest job printing plants west of Toronto.*
Liebner, A.J.	Furniture. *The business opened in 1890.*
MacLean, J.A.	Insurance and agent for Massey-Harris farm implements
McGregor, F.C.	Confectionery
McLevely, Dr. J.A.	Veterinary
Martini, Charles and Sons	Hardware
Mistele Ltd.	Hardware, garage, tinsmith, electrical contractors
Royal Hotel	Denby, G.W.

Schmid, E.J.	Jeweller
Scott, D.A.	Ford dealer.
Schneckenburger, L.J.	Garage and taxi service.
Shaw, J.B.	Lawyer
Speirn, S.C.	Leather goods
Stinson, J.B.	Barber
Thomson, H.W.	Drug store
Thomas, W.F.	Canada Wood Products
Ward, Mr.	Cafe
Walker, D.M.	Funeral director
Woodward, Robert	Cartage
Wray	Book store

Ten years later, Rodney had a population of 751 and forty businesses.

In some unmarked place in Aldborough are the remains of Mr. and Mrs. William Hoskins. With their demise, Old Rodney also died. Old Rodney began to decline with the coming of the Canada Southern Railway. The old mill was dismantled when the Gouley brothers left for greener pastures across the border. The Gouleys had before that erected and operated three mills (grist, shingle and stave) in New Rodney at the northern end of Sandford Street. For some reason they traded the mills for the McLaren property in Old Rodney. The Forest Inn Hotel was dismantled, and the old McLaren boarding house was moved away. The Rodney Hotel was moved to New Rodney and placed on the north corner of Centre and Furnival. The hotel was later purchased by Stewart Patterson and moved to the east side of Furnival, opposite Harper Street. The kitchen part of the hotel was left on the original site and converted into a dwelling by Anderson Baker. Mrs. Benjamin Coville was the next one to live in the dwelling. This house was the scene of the murder of Mrs. Elizabeth Lowry on May 4, 1905. Mrs. Coville and Alexander Willis were arrested but were later freed because of lack of evidence. The case was never solved. After the murder the house was sold to Major Robinson, who moved it west of the Furnival Road on Concession 6.

The Mercury office when it was owned by the Wray family. It burned down about 1900.

John Campbell, along with Daniel and Alexander McCallum, built a door and sash factory which was sold to Archibald Mitchell and Henry Mistele in 1886. Mistele was called by death in 1892 and his share of the business was purchased by Duncan Graham, thus forming a partnership that lasted thirty-five years. Archibald Mitchell was the son of John Mitchell and Betsy McKellor. He died in 1939 and left behind one daughter, Bessie. The firm of Mitchell and Graham became the property of Beaver Lumber. New Rodney had a cooper by the name of Dick Sands on Queen Street. In 1878 Charles Nicholson erected a turning factory on the grounds opposite the Christian Church. He later sold out to John Purcell and Douglas Campbell. Later it became the property of N.S. Lusty, who moved the machinery into his large mill. The old factory was later sold to F.A. McCallum; it was destroyed by fire in November 1908. T.W. Kirkpatrick decided to move from New Glasgow and open a general store on the Furnival Road; he also opened a private bank in the rear of his shop. The store site is where Bert Fairles had his store. D.G. McArthur built a cheese factory on Jane Street near the railroad tracks. He later sold to William Johnson. In 1888 the factory was purchased by Arthur Dickinson of Aylmer. The building was moved off the lot and relocated on the corner of Jane and Victoria Streets where it was converted into a livery and warehouse. The stable was in the basement and the upper floor was the residence of the caretaker, James Horton. One night the building caught fire and the caretaker escaped with his life but eight horses perished. Today the Canadian Legion Hall stands on the site. A stonemason, James Campbell, set up his monument business on the north side of Victoria Street. New Rodney attracted Robert Mowbray of Eagle, who moved his large saw and shingle mill from Eagle and erected a mill on the Furnival Road, north side. The mill was later owned by J.H. Greer and still later it was purchased by Messrs. Wright and Hay of Woodstock. It was destroyed by fire on March 5, 1911. The first lawyer was F. Jell, who came from Wardsville. Daniel Markle, who died on October 27, 1918 at the age of sixty-seven, had a large carriage business on the west corner of Furnival Road and Queen Street. He was the husband of Martha Ann (Ross) Markle. They had one daughter, Mary, and one son, Charles. Old Daniel was active in the community and was a past master of the Masonic Lodge. Mary Markle died a year before her father. Mrs. Markle died on February 28, 1928, at seventy-nine. James Carter was at one time associated with Markle and built a shop on Stinson Street. He also erected the first brick dwelling in New Rodney. The last I heard, it was occupied by Glen Patton. Old William Stinson in 1872 subdivided his farm into lots and donated land for a school and churches. He had two sons, Ogle and Joseph; both became shoemakers like their father, but they also branched out to other things. Ogle entered the grain business and erected a grain elevator in 1884. Joseph became a barber; his business was carried on by his son Gordon. Another early business that fell victim to fire was the Canada Casket Company on Queen Street; it was organized by N.S. Lusty in 1904. It was destroyed on April 10, 1913.

The first sign of the growth and prosperity of a settlement is the establishment of a bank, private or national. On the northeast corner of Clark and Furnival, Samuel Morris erected a substantial brick building in 1880 and set up a private bank. The foundation stones were brought from Port Glasgow; originally they were ballast stones that schooners unloaded at the port. The stone was then sold for construction and in some cases as grave markers. Samuel Morris had his bank and office on the main floor in front of the building and his residence above the office and on portions of the main floor. The cautious banker had a hole made in the ceiling above the vault so that he could shoot anyone tampering with the safe. He was never robbed. Private banks were closed after national banks came into existence. Morris's bank was closed when the Union Bank came to Rodney in 1917; it only lasted five years. The last manager was Mr. Wylie. The Trader Bank, the forerunner of the Royal Bank of Canada, opened a branch in the Queen's Hotel; it was managed by J.D. Ross of Toronto. In 1962 the Royal Bank opened a new building on Furnival Road. The fate of the old Morris Block is uncertain. The law firm of Fawcett and Stirling was located in the bank section of the building, but they closed their office and moved away. The upper floor of the block has down through the years been used by the Odd Fellows, Rebekahs, and the Eastern Star. The latter left the building and are holding their meetings in the Masonic Tem-

This building, on the northeast corner of Clark and Furnival, was once Samuel Morris's private bank.

ple, thus cutting down expenses. The Odd Fellows and Rebekahs are facing hard times because young people are not interested in fraternal and social societies.

South of the fairgrounds one can see a small, white brick building that was once used as an office for the fair. Before that it was the local lockup. Prior to its erection in 1890, a room was added to the town hall for that purpose in 1883. Originally, this jail consisted of two cells. Some changes were made when it was used for an office by the Agricultural Society. The Society now have their offices in the recreation hall. The old jail is now used by some retired gentlemen as a social centre. According to E.G. Lusty, the first constable was Alexander Gray. The county constables formed an organization on June 8, 1897, and officers of the law in Rodney were enrolled. They were Isaac Stollaker and Nicholas Ludy. Unfortunately Mr. Stollaker was constable for only a year before death called him. On January 13, 1899, Dugald A. Campbell was made a member and also second vice-president of the organization. Jacob Shieb was enrolled on December 10th, 1901. The records show that he was the last constable.

Rodney's main street, Furnival Road, was paved in 1928. This was a big event for the people, and a half-day holiday was declared for all the school children. Paving ended the dust problems during the summer months for the merchants and householders. It also brought an end to mud problems during the adverse seasons. The paving of the road from Rodney to the lake front (now Highway No.77) did not occur until 1937. The road was officially opened by "Mitch" Hepburn, then premier of Ontario.

The first township meeting was held on December 23, 1872, with Reeve O'Malley presiding. It was decided to erect a town hall and on January 10, 1873, it was completed. The hall was lost by fire in July 1915.

One of the early doctors was Dr. D.F. McDonald, who moved to Rodney in 1879 from Ilderton. He opened a drug store and office; he was thirty-five at the time. His daughter, Elizabeth, married J.J. Mistele. Two of the doctor's sons, Hugh and Charles, became doctors. In

1894 a terrible fire swept everything away on the east side of Furnival from the present drug store to the new library. Dr. McDonald's was destroyed. After this unfortunate incident, the doctor left and took up residence in the United States. It is claimed by some of the old timers that his daughter accompanied him. On the 14th of March, 1912, Dr.J.S. Munger died at the age of eighty-one. He was born in New Brunswick, and after he graduated as a doctor, he opened his first practise in Clearville. After a time he moved to Morpeth. When the railway boom hit Rodney, he moved in 1874 and opened a practise and a drug store. In 1892 he built a block on Furnival Road. He was in business for thirty-eight years. Dr. James S. Munger married Sarah A. Smith of St. John, New Brunswick in 1854. When he became a doctor, he first practiced in Ann Arbour. From there he went to Daurt (Kilmornock) and from there he went to New Glasgow in 1871 and in 1873 set up his practise in Rodney. He retired in 1895. Above all, he was a skilled cabinetmaker. Another medical man who will remain in the memory of the people of Rodney was Dr. S.M. Dorland. Dr. Dorland was born in Prince Edward County in 1848, a descendant of the Hollanders of Long Island, New York. He became a teacher and in 1873 he was made principal of Coburg Central School, and was assistant master of the Provincial Model School, Toronto, until 1884. He became a doctor in 1884 and in 1885 he opened his practise in Rodney. He married Minnie McKay of St. Thomas in 1892; this union brought forth one son, John Sidney. The doctor died in 1932. Another early medical man was Doctor H.E. Ostrander. He started his practise in Rodney in 1877 but left after a few years. Dr. Hector McLean Paterson, son of Lachlan and Jean McLean Paterson, was born on Back Street on May 24, 1869. His grandfather was Donald Paterson and his grandmother was Lilly McKay Paterson. His father, John, came to Aldborough Township from Argyleshire, Scotland in 1818. In 1901 he married Minnie Bishop, and had six sons and four daughters. Dr. Paterson opened his practise in Rodney in an office over Munger's drug store in 1895, where he practiced until 1900. Then he purchased the Barber residence, just south of the present Patterson Hardware. He passed away on February 22, 1941. Dr. William Brock, after he got his medical degree, first practiced in Wardsville. After a spell he moved to Rodney, and finally to West Lorne in 1875. He was married twice. His first wife was Barbara McCallum; she went to an early grave in 1881 at the age of twenty-five. He then married Mary Dundas, who lived to the age of eighty-eight and died in 1928. His son, Harold Dundas Brock, lived in Seattle for a short time, but was taken ill on June 5, 1918, and died at the age of twenty-five. William John Brock, the other son, first went to Idaho and then to England, where he died and was buried in his thirty-seventh year on May 17, 1917. One daughter became Mrs. C. Keele of Toronto. The doctor died in his seventy-second year on January 26, 1916. The Brocks are interred in the old Gillies Cemetery north of Eagle.

The grand opening celebration after Furnival Road was paved in 1928.

The 1982 business directory reads as follows:

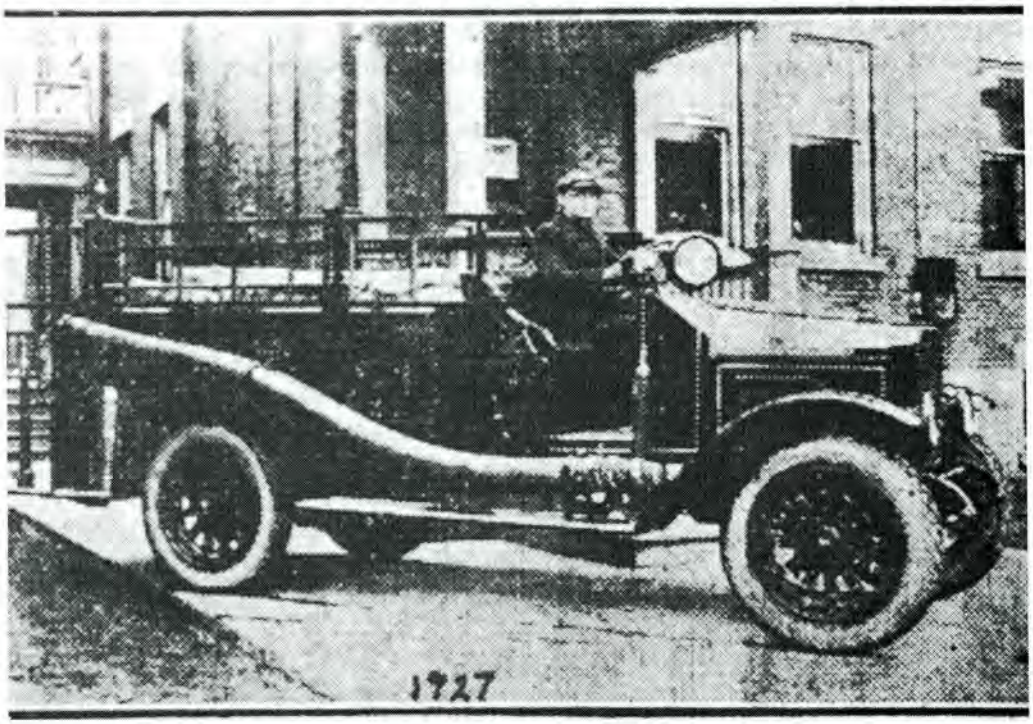
Art's Appliance Sales and Services	243 Furnival Street
Beaver Lumber	203 Furnival Street
Bhary, Dr. H.S.	264 Furnival Street
Brewer's Retail	167 Queen Street
Brickhouse Restaurant	223 Furnival Street
Central Welders	
Dewit Tire	338 Furnival Street
Elgin Farm Equipment	135 Back Street
Emblematic Jewellery	217 Fourth Street
Fairles, E. & M. Ltd.	237 Furnival Street, *Supermarket*
Fordham, E.L. Motors	241 Furnival Street
Fulmer Plumbing and Heating	225 Furnival Street
Garton & Welsh	238 Furnival Street, *Grocery*
Gord's Small Engines	135 Back Street
Hanley, George	182 Furnival Street, *Real estate*
Hazel's Beauty Fashions	141 Queen Street
Home and Garden Boutique	215 Furnival Street
Howard Machine and Equipment Ltd.	166 Queen Street
Industrial Door Supply	166 Queen Street
Kashyap, Dr. Purveen	137 Main Street, *Dentist*
Kebbel, Edmund W.	205 Furnival Street, *Accountant*
Keutch Flowers	250 Furnival Street
Lashbrook Produce	167 Harper Street
Lee Farm Equipment	
Ontario Liquor Control Board Store	243 Furnival Street
McCann, Dr. H.D.	236 Furnival Street
Mercury Sun Publications	238 Furnival Street, *Rodney Mercury and West Lorne Sun newspapers*
Miller, R.A. Motors	229 Furnival Street
Padfield Funeral Home	212 Furnival Street
Patterson's Hardware	240 Furnival Street
Pete's Fina Station	109 Furnival Street
Popovich, Ernest W.	*Barrister*
Public Utilities Commission	217 Furnival Street
Rene's Hair Care	218 Furnival Street
Rodney Apostolic Church	238 Furnival Street
Rodney Bowl and Variety	
Rodney Community Centre	135 Queen Street
Rodney Tractor	
Rodney Used Furniture	
Royal Bank of Canada	244 Furnival Street
Shield, John A.	211 Furnival Street, *Chiropractor*
Soos, Joseph	232 Furnival Street, *Real estate*
Stedman Store	221 Furnival Street
Staddon's Tire and Towing	102 Furnival Street
Ted's Jewellery	216 Furnival Street
Village Hair Shoppe	207 Munroe Street
Thompson, W. and Sons, Ltd.	Black's Lane, *Grains*
Villager Department Store	219 Furnival Street
Watterworth, John	231 Furnival Street, *Insurance*
Wire-Tie Mfg. Co. Ltd.	101 Furnival Street
Wright's Garage	292 Furnival Street

Fires

Rodney, like Vienna in Bayham Township, was just a cluster of frame buildings and it only took a spark and a little wind to turn it into a raging inferno. One old man suggested that all buildings be placed on wooden tracks so that they could be moved out of harm's way. Another suggested that the houses and buildings be made of brick with slate roofs, and if slate was unobtainable, then the buildings be covered with metallic roofing. Fire struck in 1875 and destroyed John Hoskins' general store, which was located on the corner of Furnival and Queen Street. In 1877 the saw and shingle mill of Daniel McLaren and John McArthur was consumed by flames; this mill was located north of Centre Street. In 1884 the Canada Southern Railway station went up in flames because of a spark from a wood-burning locomotive. On November 7, 1887, a fire broke out in a bakery and grocery store, spread across an alley, and set fire to a building owned by John Hoskins on the south side of Victoria Street. This building was built on the front half of the lot and was used as a post office with rooms in the rear for the Rodney *Chronicle*. The fire jumped across the alley and set fire to Gilbert Early's bake oven. Then Early's house caught fire, not once but several times, each time being extinguished by volunteers. Losses that day took in Walker's grocery and bakery, John L. Smith's butcher shop, Henry Hurtle's tailor shop, the Canadian House which was owned and operated by William Somerville (this stood near the site of the present Red and White Store on the corner of Furnival and Victoria), John Hoskins' building, Rodney *Chronicle*, and the Union Hotel operated by J.H. Barnes and situated near the tracks. Next to go was Paynes' Undertaking and Furniture Store, Early's tin shop and his confectionery store, then E.J. Schmid's jewellery store and living quarters, and the Masonic Hall above the store. Some say the fire started in B. Walker's bakery.

On January 11, 1893, the Erie House was lost through fire; it was owned and operated by C.Smith and his son Edward. A year before that fire Mr. Struthers lost his bakery. On April 30th, 1891, N.S. Lusty lost his sawmill. Lost in 1897 was the "Old Gallie" mill of McArthur & McArthur, and John Bale's saw, stave and gristmill. The gristmill was managed by Andrew Barber. The year 1908 was disastrous for Rodney, what with the burning of the Lusty sawmill on Back Street and Furnival, and the loss of the Henry Block on April 22nd. The fire started early in the morning in the Henry Block and before long it took away the hardware of Charles Martini, photographic studio of C.A. Telfer, the bake shop of Jessie or Jettie Thompson, the junk business of the Weineski brothers, and the barns of Mr. Henry, A.J. Mitchell, and Duncan Somerville. The drug store of L.R. Harvey was damaged. The Henry Block consisted of wooden structures between the Mistele brothers' store and the McKay Block, occupied by Dr. Dorland and L.R. Harvey's drug store. J.J. Mistele was protected by a wall of solid brick, which withstood the tremendous heat. Mahlon Smith lost his Butter-Spat factory in 1910; it was located on the future site of Canada Wood Products. On March 5, 1911, fire took Mowbray's saw, shingle and basket mill; it was operated by William Flater at the time. This place of business was north of the present Pentecostal church. On May 13, 1915, fire destroyed Rodney Woodenware owned by J. Mistele and W.F. Thomas. It was rebuilt and operated until April 2, 1931, when it fell to the flames again. On July 15, 1915, two show buildings on the fair ground were destroyed; they were filled with baskets. The large building was built in 1886 and the small building was the old town hall built in 1872. John McCarter lost his livery on September 30th. James Horton, the caretaker, lived in the upper part of the building and was made homeless. In either 1917 or 1918, the office of the Rodney *Mercury* fell victim to fire. Mack McLean was editor at the time. The office stood on the future site of Bert Lashbrook's egg grading station. On February 13, 1937, the upper floor of the Royal Hotel was gutted. It was rebuilt by July of the same year. Charles Daily purchased the hotel from Mr. Denby. The last big structure to go up in flames was the Agricultural Hall on November 1, 1976.

RODNEY'S FINE FIRE EQUIPMENT



The Lusty Story

On May 20, 1920, N.S. Lusty, a prominent Rodney lumberman, died. N.S. Lusty, the son of Thomas Lusty, was born in Oakville, Ontario. At the age of twelve he entered the lumber business, taking a job in his uncle's sawmill. At the age of thirty, he came to Aldborough Township and for a second time entered the lumber business. (According to business directories of 1875 and 1877, N.S. Lusty was a labourer.) After a time he erected a mill on Mill Street; the mill was lost by fire in 1891. The mill was rebuilt and he operated it until 1902. Then he handed the mill over to his sons, W.N. and Ernest G. After he arrived at Stewart's Mills, N.S. Lusty married Mary Hoskins and by her had six children. W.N. Lusty, one of his sons, later moved to Jarleburg. All of the Lusty children, except E.G., and one daughter, who became Mrs. Adrian Shippey of Rodney, were born in the old Lusty log house. The latter two were born in the new house in New Rodney. When Lusty came to Aldborough he was accompanied by several brothers.

In an interview in 1917 he said, "All my life I have worked in sawmills, yet I haven't the mark of a saw-tooth on me.

"I was born on the 24th of May, 1833," he continued, "down at Oakville. That's a place down on Lake Ontario, half way between Hamilton and Toronto. I was only a little shaver at the time of the Rebellion, and don't remember anything about it except seeing soldiers out on the green in front of our house. When I was twelve I went into the sawmill of my uncle, Richard Coates. He had the first steam sawmill built in Ontario. What could I do at that age? I believe I fired first. But it wasn't long before I had a finger into every part of the work. I was head sawyer by the time I was fifteen and not long after that I had charge of the mill and kept at the business, you might say, constantly, till I was seventy. In fact I saw the rise and fall of the lumber business. When I first went into a mill they were using what they called a "sach" saw. What was that? Well, it got its name from the large wooden frame in which the saw was held. After that, what was

known as the "mulley" saw came into use. This saw was held in place and moved up and down by a pair of metal slots, and seen without the big wooden frame, did look mulley enough. Then the "circular" saw was introduced. You can get a circular saw so it will cut all sorts of different sizes of lumber at once. But as the lumbering business waxed to its height we dropped the circular saw out of use and went in for the fastest machine we could get. This was the "gang" saw. In the "gang" we had as many as twenty-three saws in one frame and they would cut as big a log as you might put in with one cut. It was nearly all stock lumber or boards of a regular thickness, you understand, that we put out then."

Lusty was then asked if he had tried his hand at other forms of business. "Well, yes, a little, though the sawmill was my main interest. For instance, when I was twenty-nine, one of my uncles took a notion to go down to the goldfields in Nova Scotia and wanted me to go with him. I saw another kind of life, of course. We lived out in a camp in cotton tents and had fish to eat rather more than three times a day, it seemed. I got tired of the diet. Provisions were hard to get, having to be carried into the camp by hand or team across the country inland from the railway. I got tired of it all.

"One person I'll never forget in connection with that Nova Scotia gold camp, was old Mr. Van Buskirk, the father of the late Dr. Van Buskirk, of St. Thomas. This old man lived in a crack in the rocks for a while, but he was the life and cheer of the camp. He would be the first one up in the morning, singing his old ryhmes, that he usually made up out of his own head, and a tolerable good singer he was, too. And there wasn't much use in trying to sleep after Van Buskirk and his songs were up and abroad. But I didn't stay in the gold camp long. There wasn't money enough there to suit me. I went off five or six miles and found a sawmill. Money seemed a good bit more plentiful there. Then my uncle set up a grocery store at the camp and a boarding house and my services were required building. I was as handy with tools in my hands as in a sawmill.

"When the gold field episode was over, I tried a whirl in the States. I went over to Lockport, working in a sawmill down on the canal there. I was there when they first began operations for the Suspension bridge. The first thing that went over the river to build that bridge was a cord flown from a kite. After the cord was stretched across, they began to pull other lines, each heavier and stronger than the last, until finally they had a firm cable and men could go back and forth in a basket on this cable. I got terribly homesick at Lockport. For one thing, I had two gold sovereigns, my sole savings, which was a nice bit of money at that time, too, and I lost them. That made me feel pretty dismal. But one Sunday the man I worked for wanted me to go to church with him. So I started out to give my best clothes a brush up and finding some mud on the trousers I took them to welt against the side of the house to knock it off, when came the merriest jingle to my ears. I wasn't long ripping a hole in those trousers with my knife and recovered my two gold pieces which had leaked from my pocket down to the bottom of my pant leg, for they were lined throughout. This mended my homesickness a trifle, but I couldn't make up my mind to stay there. The man I worked for took a notion to me and wanted me to remain all winter and go to school next door.

"But no, nothing but home would satisfy me. Back here again, I kept working from one mill to another until finally three brothers of us struck out for Rondeau. When we hit the trail in Aldborough we had four dollars among us. We stopped over at my uncle's at Port Glasgow. You see mother had died years before, and father marrying again and there being another family, we older boys were apt to work off together, dropping in at our uncles' wherever we found them, much as if we were one of the family.

" 'I've got two hundred acres up here, boys!' Uncle Richard told us, 'covered with good timber. Stave making is the business here and if you've a mind to take hold of that timber and get it down to Port Glasgow into staves, you can have half!'

"So we took up the offer and that is how I came to help clear up the land here for the coming of Rodney. The next year, '64, I got married and settled down. I got hold of considerable timber land and what with working in the stave business, running a sawmill, using my carpenter's tools, one way and another, we got along. Most sawyers have the experience of a burn out, very often without insurance. I had my turn at that, too-lost $5,000 in a blaze. I rigged up a portable sawmill then and finally worked up to a big sawmill again. My original is still working up till now in that mill of which my sons, W.N. and E.G., took over the charge in 1902. As for me, I am retired and have taken up gardening in my old age.

"I never had any experience to speak of with rafted logs at all. I didn't work in the districts where large streams existed, usually. The logs were mostly hauled to us. But in one place I got to thinking I could ride a log in the water pretty well. There were two lakes near there, one ten feet above the other. They'd bring the logs down from the upper to the lower through a sluiceway, which formed practically a lock. Of course the logs couldn't be ridden through this narrow lock and the men guiding them would run down on the land from the upper to the lower lake.

" 'If you want to see a man ride a log, you watch that fellow yonder,' said one of the mill hands to me one day.

"The men were rushing down from the upper lake at the moment, a little chap swinging his pike-pole ahead of the rest. Now the logs coming down were clapboard logs, sawed lengths about four feet long that bobbed about like corks as they streamed out into the wide lower water. This fellow gave one of these a claw with his pike and leaped upon it, and after performing some neat stunts, gave it a new flip in the water with his pole when it suddenly stood on end and he standing on top. That took some conceit out of me. And there he rode that bobbing cork. I never said any more about riding a log after seeing that feat."[1]

In an interview in 1918, Mrs. N.S. Lusty recalled the hardships endured by the pioneers. Mrs. Lusty was Mary Hoskins, daughter of William Hoskins. She died on March 24, 1926, in her eighty-third year.

"My father never saw me until I was a year and a half old," said Mrs. Lusty. "I was born after he left Somersetshire, England, to come over and secure a home for us in Canada. I was born in '43 and mother and we four children came over in '44. He came near never seeing me at all, for we were ten weeks coming over and I was a sickly baby, especially during the trip. Mother expected she would have to bury at sea. Of course I don't remember anything about the trip but I've heard the paternal stories. Ten weeks on the ocean isn't all pleasant sailing and the chest with the entire worldly goods, pertaining to us, the Hoskins family, was nearly washed overboard. Nor did those little sailing vessels in the forties have the conveniences and accommodation that steamers now have, especially for emigrants. The discomforts of mother's ocean trip would seem fairly unbelievable if told to the present generation. Among other things I've heard them say my two little brothers, eight and six years, had to tie a string to a basin and lower it to the sea to get water to wash us with.

"Mother's troubles didn't end with the landing, either. Father had been waiting in Quebec six weeks for her boat to come, but when it did, and we got off, father and mother didn't know each other. That wasn't quite odd as it seems at first telling. The boys had grown a lot and I couldn't have looked natural in the group to father, and the hard life of poor people doesn't take long to change the looks of a woman. Father thought it looked something like mother, but he wasn't sure. Finally he went up and laid his hand on her shoulder. He was so grey and aged she didn't recognize him and was about to shake him off as an impudent stranger, when he spoke and she knew his voice.

"Well, at last we were all together again and starting west. We came through Bytown and there mother saw such lovely red apple-like fruit in the store windows and being so starved for fresh stuff could hardly wait till they could buy some. And then she couldn't eat it. For they were tomatoes, and never having seen or tasted them before they seemed flat enough to her. We settled in Yarmouth at New Sarum at first. Later on in '35 [*Sic*] , we came to Aldborough. It was all solid forest then. I suppose it was because it was new, cheap land, that he came up here instead of staying at New Sarum where it was settled. Father got lost trying to hunt up his lot in the woods. He came on ahead.

"My father was a silk and silk satin weaver by trade and when he settled on Lot 6, Gore Concession, he cleared a piece of land from the solid virgin forest and built a house for his wife and children only to find that he had built on Lot 7 instead of Lot 6. He therefore went ahead and erected another log cabin on his own lot. Some of the lumber was whip-sawn at the mill that was a mile from his land. When my father arrived in Aldborough, he brought seven cows. There was plenty of pasture the first summer but no fodder the following winter except for a little hay cut from a beaver dam. All but one of the cows died before spring and the last one fell into a swamp, mired and died. Farmers talk about having more chores to do now. Well, they do. But they have forgotten what it was like to go for the cows in the old days at nights in the woods, a mile or two in real old forest. Mother got lost looking for them once and went round and round. It was work for us children usually. I remember when we used to stop and listen for the cow bell, we couldn't tell whether it was the bell we heard or the humming of a million mosquitoes. They cut down lovely big maples for the cattle to browse. Once father managed to get eight sheaves of oats, paid fifty cents for them, and carried them for four miles on his back. My brother and I used to have to watch the cattle out of the mire while they ate. That was pioneer choring for you.

"We had a zigzag route of three miles to go to school at one time. A rod or two of that was water. The rest was a higher path with ditches of black water at the side. Aldborough was low, and undrained then. The noise of the frogs was deafening, and there were mosquitoes in clouds and the place fairly crawled with leeches, mud turtles and reptiles. Sakes! the vermin there was around then. I killed black snakes myself. I never tackled a rattler, though there were plenty of them. Father heard one once when he was cradling grain. You never forget the rattle of a rattler. I was picking berries once and the path ran across a rotten log. I happened to glance over the bushes and there lay a rattlesnake coiled ready to spring. I tell you those are the times you think fast-and act fast too. I wasn't long in the vicinity. They say a rattler has a rattle for each year of its life, and I guess that's true, though I am not sure that the rattles start to form until after the second year. The snakes were horrible, but the deer were nice, and there were plenty of them. I remember one Sunday morning we happened to look out of the window and there were seven or nine deer playing about father's new green wheat. That makes fine pasture for them I expect.

"My older brothers didn't care for this part of the country and went for themselves. Their part of the clearing then fell upon my youngest brother and myself. I worked at man's work clearing the land. How did we go about it? Well, first the trees were sawn down. There would be a bunch of them in a vast heap with the branches to trim off. Then the trunks would be sawed into lengths, either for oak staves or square timber. What we could we would draw to the lake and get a little money for it. The rest was burned. After that there were the chips and roots and stumps to clean off the ground ready for sowing. A deal more work than settling the prairies, and a long period of ρoverty and hardship to undergo.

"There wasn't much pleasure for a girl in those days. At least I didn't find it so. Once in a great while there was a party or dance, or a husking bee. But even the bees they talked about as social events really meant more labor. For they mostly ended up in being mere exchanges of work. It all had to be paid back. We had plenty to eat, in a way, our own meat and bread and pickles, potatoes, and you might sometimes get a bushel of thimble-berries at a picking in the

slashings. We didn't can fruit then. We made a few preserves and the rest of the berries were dried. I've seen mother have a half of a bushel of dried berries. Going to town, or the village was some pleasure then, as it always is to a young girl. But it had its disadvantages in the old days. When you went to New Glasgow you walked five miles and back carrying things. From Old Rodney to Wardsville, too, was rather slow work with oxen, and then you got out at the Thames and walked in. Before there was a bridge at the Thames there was a scow. At home in the evenings, too, you would have to use your imagination. Don't imagine moonlight drives as now, or automobile trips, or a Colonial style porch for a lot of young people to gather upon with their music, to get the cool air on a summer's night. You musn't even think of a nice living room with decent wallpaper. On summer evenings when Rodney was young we had to shut down our few windows and close the doors. And that was not stifling enough, but we also had to build smudge fires. This was all to protect ourselves from the mosquitoes, which were something terrible before the place was drained. You couldn't have anything very nice living like that, nor enjoy yourself much, either. Church on Sunday was a big thing, but I am afraid young people now would be rather aghast at the service beginning at eleven o'clock and lasting so late you didn't reach home till five in the afternoon. The old fashioned preachers took their time, and there was speaking in English and Gaelic to be done."[2]

Two of their sons, Ernest G. and W.N., became reeves. Ernest G. Lusty was born in New Rodney on July 12, 1874, and spent his boyhood around Rodney. Both boys took over their father's sawmill in 1902. In 1901, Ernest married Lillie May Buchanan. She was a Clearville girl, born there in 1885. From this union three sons were born, Ernest Harold, Douglas B., and Cameron N. Ernest H. became a lawyer and settled in Cleveland; Douglas became a musical supervisor in Halifax; Cameron N. became an aeronautical engineer in Bridgeport, Connecticut. Ernest G. Lusty was very active in business and community life, and was a Mason and Odd Fellow. Mrs. E.G. Lusty was likewise involved in many social and community services. This lady was vice-president of the Red Cross, past president of Rodney Women's Institute, and a member of the Mother's Allowance and Old Age Pension Board for Elgin. She was also a member of the Eastern Star.

Telephone service and Ernest Lusty were closely associated in this west Elgin village because Lusty was the first private citizen to have a telephone installed in his home in 1904 or 1905. He found it useful for his mill business. Before he had the telephone installed, he courted Lilly Buchanan in Clearville via the magic wires. The only telephone in Rodney at the time was in E.C. Harvey's drug store. (The drug store was later taken over by his brother, Roy Harvey. Years later the drug store was purchased by Howard G. Thompson and at the time of this research, it is operated by Ronald Beatty.)

"It was really quite thrilling to have Ernest call me by telephone from Rodney," Mrs. Lusty once said. "I really had it over all the other girls. I had a fellow who talked to me over the magic wires."

Possibly that was what sold Mr. and Mrs. Lusty on the telephone after their marriage. Lusty used the telephone in the Harvey drug store for business. He was engaged in selling wood for his father's lumber business, and he frequently made business calls to buyers in Detroit, which was unusual those days. He was a member of the first municipal council after Rodney was declared an incorporated village, served on the council for nine years and was reeve for four years. His name was almost synonymous with that of the Aldborough Agricultural Society and the Rodney Fair. He had never missed attending the annual fair for over seventy years, his father carrying him as a young child to the early fairs. In his historical sketches, he tells of the first meetings of the Aldborough Agricultural Society in the old New Glasgow Hotel in 1854. Lusty served in many capacities on the Rodney Fair Board. He was president twice and in 1947 he was active in the enlargement and reconstruction of the fair grounds, in laying out the splendid half-mile track and show ring, and in the enlargement of the grandstand.

One of the highlights in his memoirs was the fight for incorporation. His father before him led in the movement to have Rodney made a police trustee village in 1901 and was chairman of the first board of trustees. In 1907, with a vote for prohibition looming in Aldborough, the business leaders of Rodney learned that West Lorne had prepared a petition to Elgin County Council asking for village incorporation. Not to be outdone by their rival, the Rodney leaders also prepared a petition. But they were a little late in starting. S.B. Morris, for many years a private banker in Rodney and a representative of the Elgin County Council, applied for a special session to deal with Rodney's application. The meeting was called for December 27, 1907. Those supporting incorporation felt they had everything arranged properly, but during the night Mr. Morris received a disturbing message that those opposed to incorporation (generally classed as prohibitionists), had obtained more names on their counter-petition than appeared on that of the petitioners for incorporation. It was that telephone call that saved the day for those seeking incorporation. Some of them got out of bed and proceeded to run down more signatures for their petition. The next day the petitions came before County Council and those seeking incorporation had the greater number of names. The amusing part of it all was that not long after, both Rodney and West Lorne were voted prohibition villages, along with Aldborough Township.

"We didn't have a voters' list," recalled Mr. Lusty, "for our first municipal election after incorporation, so we made a rule that any person who presented himself and swore that he had been a resident of Rodney for at least thirty days could vote. That caused some challenges and disputes; in fact when one hopelessly crippled man was brought in to vote, S.B. Morris suggested that 'they were bringing them from the graveyard.' "

E.G. Lusty was elected to that first council and his father, who had served on the village trustee board, was elected Rodney's first treasurer. Lusty succeeded his father on the trustee board in 1905. The first trustee board was elected in March 1901, under the provisions of County Bylaw No.621. The three first trustees were D.H. McRitchie, Daniel Markle, and N.S. Lusty. E.A. Hugill was the first secretary. His salary was $8.00 a year, and he supplied the meeting place at his home, together with light and heat. In a year or so, the board raised Hugill's stipend to $15.00 a year and by the time Lusty was on the board, Hugill was receiving $20.00 a year. In 1921 E.G. Lusty acquired a fishery on Lake Erie at Landing Cnoch Nellie (Port Glasgow). Here he operated a successful pound net fishing business until 1943. Lusty drove the first automobile in Rodney, and his first trip was to the Toronto Fair in 1905. Since there were no service stations or garages between Rodney and Toronto, gasoline was purchased in the hardware stores before dark, and blacksmith shops supplied the repairs.

Richard S. Lusty, brother of N.S. Lusty, settled on Lot 7, Concession 7 of Aldborough Township (the northern section of New Rodney) and with his brother Milton S. operated a farm. Richard Lusty also operated a coach and mail service between Rodney and New Glasgow. He delivered the mail to the post office at Rodney, which was housed in Humphrey's Boarding House over Carpenter's store. The office consisted of a big desk on which reposed a box of pigeon holes -this stood in the corner of the dining room. Richard Lusty married Mary Jane McTaggart and erected his house where the Christian Church parsonage now stands. In 1902 Richard Lusty died in Chatham at the age of sixty-four. He married twice in his life. He had three sons and two daughters: Dr. A.R. of Dundee, Michigan; Perry of Wisconsin; Elmer of Detroit; Mrs. J.B. Brown of Detroit, and Murial Lusty of Chatham.

Schools, Churches, and Fraternal Organizations

The old township hall served as a school and church for many years. The first regular school was on land donated by William Stinson on the corner of Powell and Stinson Streets in 1875. It was enlarged in 1878. This school served until 1890. Then a new and larger building was erected east of the Stinson land. This building, known as S.S. No.5, won the architectural award for rural schools at the 1898 Chicago World's Fair. It was closed in June 1973. After this the

building was used for five years as a factory for Emblematic Jewellery. This firm employed thirty-five hands and turned out thousands of lapel pins which were sold internationally. The school bell that was manufactured by the McShane Bell Foundry of Baltimore, Maryland, in 1890 was removed from its lofty perch in 1979 and was installed on the new community centre that was opened in 1980. In 1957 the St. Thomas More Separate School was opened.

After the coming of the Canada Southern Railway, Rodney grew and so did the number of members of the Evangelical faith. They used the Baptist church for their meetings on Sunday afternoons. In 1898 property was purchased from James Yale and a building was erected by N.S. Lusty and sons. (The window-crowns in this church were turned out in a semi-circle.) In 1902 a parsonage was built and in 1924 the ediface was renovated. It was opened on October 19, 1924. In April 1949 the congregations of the Evangelical church at Churchville and the Rodney Zion Church amalgamated and formed the Calvary Memorial Evangelical United Brethren Church. The first trustees were Harvey Miller, Milton Baker, and Martin Miller. The choir director was A.W. Plyley and the pianist Harvey Miller. Harold Baker was the first superintendent. The church was renovated in 1949 and the centennial service was preached by Bishop R.H. Mueller. The first minister was Reverend W.H. Sauer in 1860. Much serious thought was given to the union of the Evangelical and the United Church of Canada. Union with Rodney United Church occurred on January 1, 1968.

In 1876 the Methodists of Rodney erected a frame church on the corner of the third block of Stinson Street. They purchased the land from William and Eliza Stinson; it was block E, Lot 4, fronting on Stinson Street. The first trustees were Gilbert Early, George Baker, Joseph Tice, William Pangborn, Richard Oxford, William Morden, Henry Starks, and Daniel Freeman. After the erection of the church, a brick house across the road was purchased from James Carter for use as a parsonage. The church was used until 1919. Because of the decline in membership, it was closed and the building was sold to the Christian Church of Rodney. The old Christian Church had its roots in Argyleshire, Scotland, and was a minor group of the Christ Disciples. In 1875 a church was erected on land donated by Richard Lusty. The first trustees were Joseph Barnes, William C. Grout, and John Johnson. The building was used until it was sold in 1920 to Louis Schneckenburger, who converted the building into a garage. It was later owned by Bert Lashbrook. The present building was the old Methodist church and for years it had a plate on the front naming it the A.W. Methodist Church (Amasa Wood Methodist Church). This frame building was later renovated with a cement block exterior. The past ministers were:

Colin Sinclair	1873-75	Hugh Calkins	1908-1911
Archibald Sinclair	1875-77	T.L. Fowler	1911-19
James Kilgour	1877-80	V.J. Murray	1919-22
T.L. Fowler	1880-82	Swaby Smith	1922-27
W.P. Campbell	1882-83	Perry L. Wolfe	1927-30
Joseph Ash	1883-86	E.T. Lewis	1930-31
Percival Baker	1886-87	Archibald Gray	1931-36
R.M. Arnsworth	1887-92	Fred Dunn	1936-42
Edmund Sheppard	1892-95	David Watterworth	1942
T.L. Fowler	1895-1903	Gary Quigley	1942-48
W.C. McDougall	1903-06	E. Stainton	1948-52
C.H. Scriven	1906-1908		

In 1927 a red brick church was erected on the corner of Stinson and Moriah Streets. The first minister was Reverend Donald Stewart. The church was dedicated on November 10, 1927, and Reverend Dr. A. McGillivary of Toronto was the speaker. A manse was erected to the south of the church. The elders in 1927 were Reverend D. Stewart, moderator; James A. McLean, clerk; William Goodwin, Phillip Schiehauf, Alex McIntyre, John Moore, and John McLean. The trustees were Dr. H. McPatterson, D.M. Campbell, and Alexander Fleming. The board of management consisted of Howard A. Thomson as chairman, A.A. Sims, William Goodwin,

Thomas Davies, James A. McLean, William Patterson, Peter McCallum, John Moore, George Corder, Phillip Schiehauf, James A. Kelly, and J. Allen Fletcher. The treasurer was Dr. A.C. Steele with Dr. H. McPatterson as assistant. The organist was Mrs. Charles Lucy.

Alexander McIntyre came from Wallacetown and established the Baptist mission at Rodney; the services were first held in the old town hall. After some time Reverend Peter Carey of Palmyra decided to assist the mission at Rodney and West Lorne and so the West Lorne and Rodney mission was formed in 1876. Reverend Peter Carey was a newly-ordained minister and had his flock at Louisville for two years and then returned to Palmyra. In West Lorne the first meetings were held in the Trigger Hall until fire destroyed it. Then services were held in the Bainard Hall until the first Baptist church was built. The church was dedicated on February 24, 1878. After the church was completed at West Lorne, Rodney was still trying to finish its church on land purchased from Nicol Kingsmill. In those days the Presbyterians, Methodists, Baptists and Christ's Disciples held their services in the old town hall. The carpenters Archibald Gray, Neil Gray, and Hugh Hillman were engaged to build the ediface. The foundation stone came from Peter Carey's father's farm. In 1906 the church was piped with natural gas for heat and illumination. In 1919 the steeple was added. In 1923 a garage and shed were added. The church was renovated in 1948-49. The stain glass window of the Good Shepherd was donated by Joseph Schmid. A fire damaged the church in 1949, but it was renovated at considerable cost. The first organ was donated by T.W. Kirkpatrick and the organist was Mrs. Mont. Humphrey prior to 1890 until her death in 1923. In West Lorne the church was erected on two lots purchased from John and William Clark. The first trustees were Thomas Snell, David Cummings, and Duncan A. Munro. This church was destroyed by fire on April 21, 1946. Arson was suspected. On April 30, 1946, a special meeting was held in the Disciple's Church and plans were made for the building of a new church. On April 27, 1947, the new church was dedicated by Reverend Dr. D.A. Burns. In 1977 the Rodney Baptists celebrated their 101st anniversary and Reverend Gerald Cooke, then assistant secretary of the Ontario and Quebec Baptist Convention's Christian Education Department, ministered in both services. The pastor at this time was Reverend Norman Schlarbaum.

A lot was purchased from William Stinson, grandfather of Gordon Stinson, and on it a large white frame church was erected in 1877 and served the congregation for thirty-five years. The church was enlarged in 1911. The body of the church was raised and placed on a cement foundation, the white frame siding was replaced by red brick, and new stained glass windows were installed. In 1902 the oil lamps gave way to gas lights. The ministers of St. John's Presbyterian Church were:

Reverend John R. Munro	1877-78	Reverend Neil Smith	1942-44
Reverend David Mann	1881-84	Reverend A.D. MacLellan	1945-47
Reverend G.A. Frances	1886-89	Reverend T.E. Kennedy	1947-53
Reverend J.F. Scott	1893-03	Reverend H. Pritchard	1953-55
Reverend J.P. Falconer	1918-22	Reverend A.J. Cook	1957-58
Reverend E.J. Wolland	1922-25	Reverend Walter Kutcher	1959-63
Reverend G.L. Evans	1925-28	Reverend D. Ross McDonald	1963-69
Reverend G.W. Connors	1929-31	Reverend George Lewis	1968-74
Reverend A.S. Oliver	1932-36	Reverend William Scott	1975
Reverend Charles Carnegy	1937-41		

From this church the sons of the men of the congregation have become outstanding in the Lord's work: The Reverend Dr. D. St. Clair Campbell, Reverend Dr. Dillwyn T. Evans, Reverend Dr. D. Glen Campbell, Reverend Dr. Harold G. Lowry, and Reverend Dr. D.D. Gaynor. Dr. M.G. Graham became a medical missionary in Formosa, and later had a private practice in Dutton, Ontario.

Before the establishment of a church in Rodney, the people of the Presbyterian faith had to travel five miles to worship at the Knox Presbyterian Church at New Glasgow. In 1949, the

Pentecostal Assembly decided to build a meeting house of their own. This they did north of Maple Street in Rodney. They used the building until financial pressure forced them to sell the building to the Apostolic Christian Church. After a number of years the latter assembly renovated the church.

The men who brought Masonry to Rodney were T.W. Kirkpatrick, N.S. Lusty, and Daniel McLaren. The Rodney Lodge was instituted in 1886 and held its first meetings in a room in the building owned by Joseph H. Barnes (over the E.J. Schmid jewellery store) until the building was lost in a major fire on November 4 or 7, 1887. The Barnes building was just one of the many buildings that was consumed by fire that day. The Masons lost all their furniture and regalia, but managed to save the charter and the secretary's books. After this fire, the Masons met on the square in Charles Brown's Hall where the present community hall now stands. In 1904, they returned to the original hall after it was rebuilt by Mr. Barnes. In 1929 it was known as the Whitton Hall above Louis Vince's store. Mr. Whitton owned the building. Again fire destroyed the Masonic Temple in March 30, 1964, and four business houses which included Louis Vince's general store, Gartons' Red and White store, Peter Green's tailor shop, and the S.S. Style Shop. The first master of Rodney Lodge No.411 was T.W. Kirkpatrick, 1885-1887. He was followed by:

N.S. Lusty	1888	Roy O. Ward	1927
S.M. Dorland	1889	J.R. Bandeen	1928
Edwin A. Hugill	1890	C.Schweitzer	1929
H.F. Jell	1891	H.L. Taylor	1930
Daniel McLaren	1892	J.A. Fletcher	1931
A. Humphrey	1893	G.S. Stinson	1932
William Morris	1894	D.J. McDonald	1933
J.B. Stinson	1895	O.J. Davies	1934
W. Wilson	1896	Fred Wright	1935
D.H. Ford	1897	S.A. Elby	1936
S. Morley	1898	W.C. Gillies	1937
O.R.G. Stinson	1899	A.D. Strath	1938
Thomas Busby	1900	S.F. Kennedy	1939
F.C. Brown	1901	C.M. Walker	1940
F.H. Wilson	1902	C.S. Menzies	1941
F.G. McDairmid	1903	C.S. Menzies	1942
T.W. Kirkpatrick	1904	J.A. McDonald	1943
A.S. Winslow	1905	E.O. Wright	1944
J.D. McLean	1906	J.R. Bandeen	1945
H. McL.Paterson	1907	R.S. Mistele	1946
Robert R. Tough	1908	Thomas K. Byers	1947
A.S. Winslow	1909	Charles I. Black	1948
J.A. McDonald	1910	Harvey Carnie	1949
J.A. McLean	1911	George S. Newman	1950
W.N. Lusty	1912	Verne Frank	1951
H.G. Townsend	1913	Donald A. Grey	1952
P.A. McVicar	1914	William D. Carnie	1953
J.D. Shaw	1915	Victor DeGraw	1954
J.D. Shaw	1916	J.A. Watterworth	1955
M.C. Zimmerman	1917	G. Ivan Little	1956
C.G. Yorke	1918	Amos H. Lewis	1957
J.A. McDonald	1919	H.W. Mylrea	1958
H. McL. Paterson	1920	Donald G. Kelly	1959
George E. Brown	1921	Harris A. Wight	1960
George E. Brown	1922	George A. Docker	1961
J.A. McDonald	1923	Andrew Cipu	1962
G.D. McDairmid	1924	William Melnyk	1963
J.H. Burnett	1925	James Woodend	1964
F.S. Streib	1926	Douglas Schiehauf	1965

Glen Paton	1966
Andrew Cipu	1967-68
Cecil Gander	1968-69
G. Hessenaur	1969-70
Adam Byers	1970-71
James C. Lyttle	1971-72
B. Jovanovich	1972-73
Steve Okolisan	1973-74
Ken Okolisan	1975
George M. Cipu	1976
Ross Lashbrook	1976-77
Vic Schneider	1977-78
S.M. Fodor	1978-79
John J. Johnson	1979-80
Ken Byers	1980-81
Sidney Leys	1981-82
William Wallace	1982-83

The present Masonic Temple was opened on August 8, 1957, on Queen Street.

The public library in Rodney is a neat and compact library that came into being through a generous gift from the McMillan brothers, Archibald and Duncan. By their thoughtful action, a library was erected in 1950 in West Lorne, and the following year the Rodney library came into being. In front of the Rodney library bronze plaques were put up in memory of those who died in the First and Second World Wars.

The first attempt to form a library occurred when a group of gentlemen met at the tailor shop of George H. Katzenmier to organize a branch of the Mechanic's Institute on January 19, 1893. The first annual meeting held was at the Union Societies Hall on May 2, 1893. A reading room was rented from David Patterson and in 1913 a library was set up in the office of E.O. Hugill. The library is now a branch of the Elgin County Library system.

Notes
1. St. Thomas *Times*, 1917.
2. St. Thomas *Times-Journal*, 1924.

ROGER'S CORNERS

Roger's Corners is located east of Orwell on Highway No.3 in Malahide Township. One old timer I interviewed in the fall of 1935 recalled that the most impassable section of road was the section between Troy and Temperanceville (Aylmer and Orwell) during the spring thaw. He recalled how his parents waded through heavy mud so as to attend church services at Temperanceville; it was too much for the horse to pull a rig through the mud. Today, it is hard to visualize the difficulty that our forefathers had as we speed through the same section on our way to Aylmer.

The most popular place to drop in was the Wayside Inn on the north side of the road, just east of the corners. It was erected and operated by Simeon Davis. The large, rambling frame structure contained a large ballroom that catered to those with itchy feet. It was claimed that Simeon Davis erected the inn in 1811. It was still standing at the break of the century and became part of the Whitefield farm. Simeon Davis was a brother of William Davis. Roger's Corners was, at one time, a centre of interest with its sawmill by the creek, the little school on the northwest corner, and the Clutton wool mills south of the corners. On the summit, north of the corner, the Northwood Cheese factory was in operation for many years until it was closed as a result of competition from an Aylmer firm. Part of the building was torn down and the remaining portion was converted into a dwelling. The old frame school was also used for religious services by Deacons William Teeple and William Davis. The former was a young man when he and his wife settled on the north side of the road near the creek. It was here in the humble log cabin that the first religious services were held every Sabbath. The religious services were held here until the frame school was built. Deacon William Teeple died on December 30, 1859, at the age of twenty-two. Religious services were carried on by Deacon William Davis. Deacon Teeple did, however, live long enough to see the erection of the church at Temperanceville. Lyman Teeple, his son, married Temperance Davis, operated a very prosperous farm, and became active in the local Masonic Lodge. He passed from this life at the age of forty in 1879. Mrs. Teeple lived to the age of seventy-two and died in 1916. Ashel B. Lewis in 1824 purchased land one and half miles south of the corners. Here he erected a wool carding and cloth dressing mill. He then married the daughter of Dr. Lee, who was a pioneer medical doctor in Southwold Township. Ashel and his brother Joel operated the mill until 1832, when the business was sold to Joseph and S.S. Clutton, who operated the mills until they were destroyed by fire in 1870.